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STREET FIGHTERS

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Despite the event title, it was cold crosswind that greeted racers and fans, but it was dry, and the wind didn't stop a few people running personal best times.

FUNNYBIKE.

Steve French went quicker, again, on his new bike, qualifying first with a 7.038 at 188.13mph. Gary Jones has new billet crankcases but had problems in qualifying, running a best of 7.422 at 169.16mph. Reigning champion Kevin Charman used this event for testing, in the hope of sorting out the handling of the Pro One Funnybike, being rewarded with a 7.824 at 166.14mph. Dave Bailey had rebuilt his motor after damaging it last year, recording a 7.836 at 169.82mph. French left first and took the win with a 7.078 with Bailey just behind with a great 7.286. In the other semi, Jones put a holeshot on Charman, but drifted to the centre line so eased off as Charman powered past for the win with a best to date of 7.640 at 174.40mph. French damaged third gear so was a no-show, leaving Charman to solo to his first win of the year with a 7.830.



Kevin Charman

PRO STOCK.

Dave Beck only did two qualifying sessions, as he's recovering from a recent illness. He topped the table with a 7.445 at 178.51mph, closely followed by Len Paget's 7.502 at 170.45mph. Paul King had his small motor (a 'mere' 1650cc) fitted and ran an 8.577. Mark Smith was still having problems and ran a best of 11.447. Jerry Collier made his first appearance of the year, with a new striking paint job, but had mechanical problems. Beck turned the wick up and ran a 7.283 at 181.36mph to reach the final, beating Smith who broke at half track. Paget eased past King, 7.369 to 8.604. Beck got out first and stayed ahead, with a 7.311 at 163mph to Paget's 7.518 at 173mph.

COMP BIKE.

On only his sixth pass on the bike, Stuart Crane qualified top with a 7.599 at 170.46mph coupled with a best ever 60ft of 1.13! Reigning champion Ivan Birch was testing his new motor on Friday, running a 7.25 at



Ivan Birch

a personal best speed of 187mph, although qualifying saw some problems, with a best of 7.721 at 177.78mph. Robert Brooks was looking to run faster after his improvement at the Main Event, and qualified third with a 7.762. Dave Peters damaged his clutch and had a fuel solenoid problem, qualifying with an 8.103. Sandra Chaplain's 8.805 at 138mph edged Phil Crossley's 8.843 at 153mph for fifth. Paul Wing ran 9.393 at 151.57mph,



Robert Brooks

while the bump spot was with Mike Payne's 10.695. Lizz McCarthy made her debut at the Summer Nationals with her all-girl crew (probably the first all-girl bike drag racing crew), riding her partner Kevin Charman's ex-championship winning bike, although due to a valve problem Lizz didn't run. Crane improved to a 7.539 at 171.76mph over Payne's troubled 10.463. Peters' 8.39 beat an improving Chaplain's 8.501. Birch got back on form with a 7.313 at 181.38mph over Wing's 9.548. Brooks put down a jaw-dropping 7.295 at 182.10mph to knock out Crossley's 9.167.

Both semifinals ended up being single runs, as Peters couldn't get his bike to fire up and Brooks blew a burst plate in his burnout! Crane solo'd to a 7.569 and a loaded Birch ran 7.238 at 182.87mph. In between rounds Crane found a tooth broken on the primary gear, so he staged hoping Birch would foul, but he didn't and took his second win of the year.

SUPER STREET, ROUND 4.

Reigning champion Richard Stubbins was on form, running in the 7.4 second bracket on all but one run during the eliminations, his 7.461 at 195.43mph heading the field. Steve Venables was the only rider to get close with a 7.495 at 192.15mph. After running a personal best of 7.57 in testing, Scott Baldwin qualified with a 7.602 at 187.44mph, edging Nigel Barker who ran personal best figures of 7.619 at 195.44mph. Stephen Mead has a new R&D transmission and, with modifications to his Hays clutch, ran a personal best of 7.658 at 188.93mph for fifth, ahead of Garry Bowe's 7.663. Graham Dance had a huge smile over the weekend, qualifying with a personal best of 7.711 at 186.65mph. As for Mark 'Barnes Wallis' Watkins, he missed the first session, then pulled a huge wheelie at the 30ft mark with the front end coming down hard, the front fairing and the headlight falling off the bike and then Watkins following the bouncing light unit down the track. Entering the last session he needed a seven second pass to get into the show, and ran a 7.742 at 179.25mph! Chris Reed's 7.760 was next, followed by Mick Templeman's 7.793 personal best. Dave Smith had a tough weekend, running a 7.883 on his last qualifier, but damaging the clutch in the process, necessitating a Saturday night engine swap. Richard Hann qualified twelfth with a 7.950 at 181.41mph. Graham Balchin was having clutch and handling issues and was not in the show going into the third session. After a huge wheelie at the 60ft mark it looked as if he was out of the show, but he hammered down the track, running a 7.974 at 188.92mph! Balchin had chassis builder Jon Webster check his frame with a jig on Sunday morning and they found the bike wasn't set up straight! Mark Wells is still



Mark Wells

running a conventional lock-up clutch, and hopes to test a slider before the next round. Wells was the last seven second qualifier with a 7.995. Paul Hambridge led a close group with an 8.019 ahead of Pete Bellenie's 8.067. Newcomer to Super Street, and third member of the Pro Street Busa UK team, Irishman Bernard Dorgan is riding Brad O'Connor's old bike and surprised a few people by qualifying highest of the team with a personal best of 8.082 at 179.86mph! Team members Dave Holland and Wayne Saunders followed, with an 8.087 at the expense of a broken conrod (as seen on the Streetfighters blog) and an 8.112 respectively. **Struggling with a virus, Paul 'Grumpy' Watson ran an 8.647 ahead of Italian Luca Carbonera, in his first meeting at the Pod and qualifying with a personal best of 8.665.**

Stubbins obliterated Bellenie's 8.033 with a 7.486. Reed struggled off the line against Watkins who took the win light with a 7.742 to a charging 7.903 at 193.04mph. Barker pulled a huge wheelie, losing to Balchin, 7.746 to 10.135. Mead put a holeshot on Hann and was never headed to the finish line with a 7.666 to a 7.897. Venables blew past Hambridge, 7.515 to 8.346. Templeman put a three tenths holeshot on Dance, but drifted to the centre line and then the wall, running a 7.989 at 176mph. Meanwhile Dance also drifted to the centre line, but rode past to run a superb 7.647 at 186.59mph personal best,



Luca Carbonera

but at the expense of cracked cases! Wells wheeled from the 60ft to 150ft mark and ran an 8.194, chasing Baldwin's 7.916 all the way. Bowe tree'd Smith but he powered around to take the win, 7.709 to 7.793.

Stubbins ran a 7.428 at 196.22mph over Watkins, who hit the eighth mile timing block. Mead ran a personal best of 7.614 to edge Balchin's 7.644 (the work on the frame paying off). Smith again came from behind, this time to beat Baldwin who wheeled twice on his run, 7.674 to 7.799, and then met Venables in the semis, only to break on the line. So Venables met Stubbins, who had knocked out Mead, in the final - a rerun of the Main Event final! The result went the same way, Venables running a 7.434 to Stubbins' 7.473.

NAST Round 3.

GAS.

After adjusting his wheelie bar set-up, Chris Mott qualified top with a 9.234 at 144.38mph. Reigning champion, Les Harris, ran a personal best of 9.448. Andy Watson's 9.466 was next, but he had a leaking head



Chris Mott

gasket and had to nurse the motor. Joe Elliott's personal best of 9.569 was fourth. Ric Naylor had fitted a new crank, but was having vibration problems at the top end on his 9.664, 129.93mph run. He's awaiting pistons for the motor so decided not to race until they arrive. Robbie Dobbie's modified his frame since the last round and ran an 11.531.

Mott's 9.305 eased past an improving Dobbie's 11.247 for a bye to the final. Elliott outreacted Watson and ran a personal best of 9.512 to Watson's 9.560. Elliott again got out of the gate first (in second gear) against Harris in the semi, but Harris rode around to take the win, 9.628 to 10.056. Mott turned up the wick for the final with stunning 9.178 against Harris' 9.458.



Ric Naylor

ET BRACKET.

John Munday got his first number qualifier with a 13.392 (on a 13.30 dial-in), just pipping team mates Mike Nelthorpe 13.115 (13.00) and Dave Shorthose 11.139 (11.00). Damian Waterhouse's 11.597 (11.45) nipped ahead of Peter Harrison's 11.755 (11.60). Making his first appearance of the year was Santa Pod track crewman John Hackney - who's done some work on his motor over the winter so ran a soft set up, resulting in a 10.288 (10.00). Tim Boutle's 12.301 (12.00) was next, then Nick Holland's misfiring 12.035 (11.10).

Both Munday and Harrison broke out, with Harrison closer to his index and going through. Boutle also broke out against Shorthose. Nelthorpe had shift problems, which let Hackney by. Waterhouse had a bye and met Hackney in the semi, which was decided by start line reactions, in Hackney's favour. Shorthose handed Harrison his third final in a row when he broke out. Could Harrison make it three out of three wins? The answer was a quick no, with a red light glowing in his lane!



Graham Dance

UK Truckfest at Santa Pod.

Finally we had Californian weather at the Pod, with the temperature reaching 30° over the weekend.

NAST Round 4.

GAS.

Ric Naylor's 9.380 led the qualifiers, up to the point when NAST were told that they could have another qualifier on Sunday morning. Chris Mott pulled a strong 9.250 out of the bag to take pole, but a disappointed Naylor was happy to be racing, after refitting his old crankshaft to match up with his old pistons. Andy Watson replaced a head gasket overnight, the subsequent 9.468 placing him third. Les Harris' 9.550 followed, just ahead of Joe Elliott's 9.582. Dave Smart replaced a damaged crankshaft and first gear, being rewarded with a 9.938 at 141.28mph. On the bump spot was Robbie Dobbie's 11.455.

Mott had a bye to the semis, where he met Elliott, who'd powered around Harris, 9.599 to 9.706. Naylor beat Dobbie and met Watson, who'd knocked out Smart, for the other semi. Mott had a stunning 0.003 reaction time, but lost the advantage by drifting to the centre line, allowing Elliott past for the win with a 9.759 to a 9.973. Naylor was away first against Watson, holding the lead to the finish line.

Naylor got the holeshot, and took his first Gas win with a 9.584 at a personal best speed of 139.05mph to Elliott's game 9.724 at 138.13mph.



Joe Elliott

ET BRACKET.

Points leader Peter Harrison was .003 off his dial-in of 11.600. David Shorthose claimed second with a 10.793 (10.73). The rest of the field were tightly bunched up, led by Damian Waterhouse's 11.584 (11.45), ahead of Simon Clamp's 11.357 (11.20), Tim Boutle's 12.369 (12.20) and Mike Nelthorpe's 13.028 (12.85).

Clamp red lit, allowing Harrison through to the final. Waterhouse also red lit against Nelthorpe. Shorthose broke out against Boutle. Both Boutle and Nelthorpe broke out in their semi-final, with Boutle going to his first final since the late Nineties!

Could Harrison win his third final out of four, or Boutle his first win in over a decade? It ended with Boutle breaking out and Harrison extending his lead in the championship to more than seven hundred points over Waterhouse.

SUPER STREET CANNONBALL.

Eurodragster.com had put in some cash for a cannonball format for SSB, with the two riders with the best ET facing off for the cash.

Wayne Saunders had Brad O'Connor as crew and led the group with a 7.612 at 192mph. Stephen Mead was also running in the 7.6s and ran a best of 7.673 at 185.08mph. Straight after the Summer Nationals meeting, Graham Balchin and Brian Johnson set about making a new set of yokes to cure the Kawasaki's handling problems. The modifications produced a 7.698 at 192.14mph, with a happy rider! Paul Watson was feeling a lot better, after the virus of the previous weekend, and was over the moon after he ran his first seven on the Hayabusa with a 7.780. Chris Reed showed up on Sunday, after competing at an enduro meeting in Wales the day before (and winning a bronze medal), and ran a 7.983 at 188.12mph. On the money run, Saunders had problems getting off the start line and Mead was gone, taking the win with a 7.827 at 170mph to Saunders' 9.086 at 122mph.



Stephen Mead