



"HOUNDOS"

International Supporters' club

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Dear Member,

Yes, it's that time of year again, time to put away the suntan lotion and tee shirts and bring out the raincoats and wellies, yes you've guessed, it's the start of the drag racing season.

Although the previous week had been a bit on the damp side, most of the weekend was dry, so those of you who wore raincoats and wellies looked a bit silly. I thought Owen, who incidentally spent a lot of the winter taking the whatsit out of me and might, just might suffer for it through these race reports, took things a bit far by wearing a skin diving suit and flippers, but still. Anyway, enough of this meteorological waffle (I bet you don't know what that means) and on with the race report.

Six funny cars were entered for this meeting. The SLD0 Hounddog driven by err, um, wotsisname; Warlock (the ex Hounddog) shoed by Alan Bates; Peter Crane in the Hustler (the old Gladiator); Dave Stone in Stardust 2 (the old Blue Max); John Andersson from Sweden in a Monza bodied flopper which I don't think is an old anything, and finally, Paul Manders in Time and Motion.

Saturday saw Hounddog venture out and run a checkout half pass recording a 7.5 sec. et. Sunday was qualifying day and the first flopper out was Warlock, but after a strong burnout the motor died as the blower self destructed, unfortunately putting the car out for the weekend.

The next car was John Andersson's recording a strong 6.66 @ 177 mph on a far from perfect strip. Time and Motion then ran a half pass with no time being given because the car never staged. Stardust was the next to attempt but broke the steering while reversing after the burnout. But at 3.28 pm (approx.) we hoped that someone would show the crowd how it was supposed to be done as Hounddog fired up.

Owen drove the dog, sounding really mean and strong on its diet of 92% nitro, into the spectator lane. The burnout really showed the crowd that the car was a great performer (so is Owen after a few drinks as it happens) as well as looking great, as the car went half way up the strip covering the Pod in dense white smoke. Owen carefully reversed back into the tyre marks, Brett put down the traction compound, a quick spin of the tyres and carefully the car was driven into stage. As the green light came on the car leapt off the line. A full power pass resulted in a 6.60 @ 207 mph ticket. Only once when Owen changed gear and the tyres lost a bit of grip where there was hardly any rubber did the car venture off the straight and narrow. The mag was set at a low 65° and the blower was overdriven 32%.

Pete Crane attempted to qualify next but a loose oil pipe had other ideas. So, on Saturday night Owen was number one qualifier, and as a matter of interest, the time of 6.60 would have been good enough for number one spot in pro fuel, and with the likes of Messrs. Priddle and Herridge running in pro fuel at this meeting, I think it shows just how good that run was.