

# EVENT REPORT

## VHRA PENDINE SANDS HOT ROD RACES

Pendine Sands, Wales  
May 14-15, 2022

**B**eneath blissfully sunny skies, the villagers of Carmarthen Bay awoke to the patter of fours, the chug of sixes and the reverberating rumble of V8s as vintage hot rods of every description descended on Pendine Sands for the VHRA's Hot Rod Races. No fewer than 159 cars, a real bumper crop, were entered in this year's event, which created a bit of a sardine-tin effect in the paddock first thing before the cars started their runs to the other end of the beach.

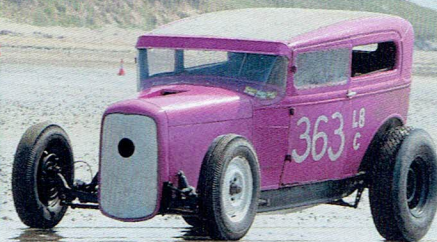
There was pretty much unanimous agreement that this year's star was Glenn Billqvist's 1938 Buick Streamliner, a marvel of craftsmanship comprising two Buick straight-eights mated together and cloaked beneath slippery teardrop-shaped bodywork. Its inspiration was the Mercedes-Benz W125 Rekordwagen, an experimental V12-powered streamliner which covered the flying kilometre over a section of the A5 Reichs-Autobahn at 268mph in January 1938, which was then the fastest speed ever recorded in Germany and on a public road anywhere in the world.

Billqvist is no stranger to putting together large vintage racing specials, working with aero engines and the like, but the streamliner must be his most ambitious project to date. Working alongside the father, it was not completed until a week before the event, after which it was transported in a suitably historic Scania. At 88.54mph it was just shy of its 90mph target, but hopefully it'll be back. >>

The amazing Buick streamliner.



Dave Sollis returns in his unmissable Tudor.



Appropriate push truck for Mark Littleford's '37 sprint car.

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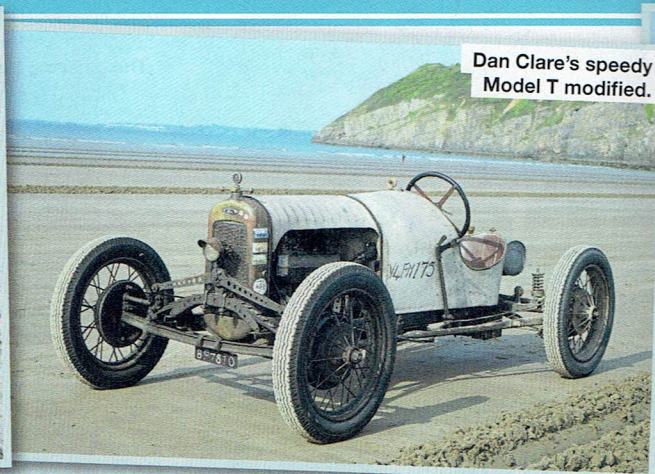




Lakesters of Brett Pillinger and Jamie Williams.



Dan Clare's speedy Model T modified.



Hans Rikk's interesting '1922 Pan American' gow job.

Belly tanks appear to be gaining popularity year on year. After the Balls Cross Billys' four-cylinder tank appeared in 2019, Brett Pillinger's V8 build appeared in 2021, and joining the ranks this year was the blown V8 lakester of Jamie Williams, which remains a work in progress while he fashions a canopy for it.

Away from various Model As and Thirties Fords were a handful of drivers who preferred true back-to-basics hot-rodding. Ian Hoare's stripped 1916 Model T and Bill Baker's 1919 Studebaker Light Six, with a handsome wooden speedster body he crafted himself, were two of the oldest entries, with several other Ts keeping them company, one of the quickest of which, as before, was Dan Clare's 90mph 1926 Model T modified.

With the weather sunny and warm for most of the weekend, the sand seemed to be in a good, firm state, although racers said it was a little on the damp side at the approach to the timed section, which may explain why the existing class records remained fairly far off in some cases, though a few were broken.



Special mention must go to Pete Ayres with his 1927 Model T. Although the only entrant in the V4B/R class, he smashed the existing record of 89.96mph, hitting 102.06mph.

King of the Beach for the second year running was Stephen Hill, campaigning the ex-Dean Lowe '29 Model A roadster pick-up, a genuine early Sixties California hot rod. Hill managed a speed of 121.33mph, unfortunately 0.63mph short of last year's time. At 119.68mph, the Rover V8-powered '28 Model A roadster of Marcus Bennett was runner-up, while top among the closed cars was the unmistakable bright pink 1930 Model A sedan of Dave Sollis, which hit 112.58mph with Chrysler 383 power. >>



Ken Robinson hit 66mph in his '27 T.







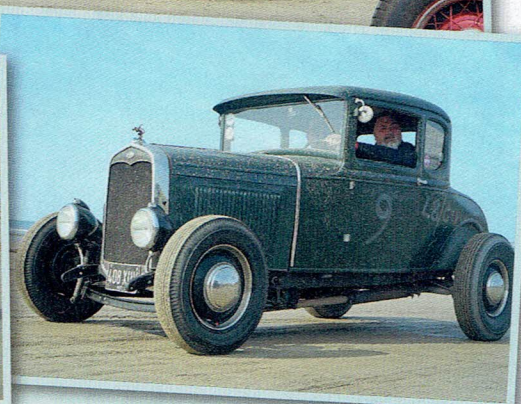
Roland Frost managed 85mph in his heavily chopped '34 sedan...



...but Claire Irwin hit 86mph in hers.



Justin Lowe's '29 roadster pick-up speeds away.

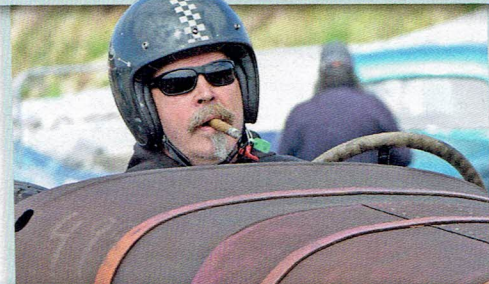
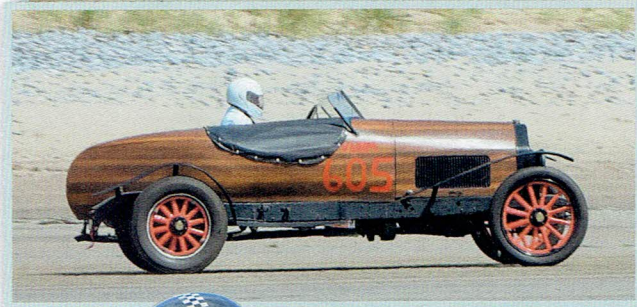




Twin SUs for Jody Bennett's '27 T.



Stephen Hill speeds away.



### Highlights from the car park...



Slightly scruffy '57 Plymouth Belvedere four-door sported Texas plates.



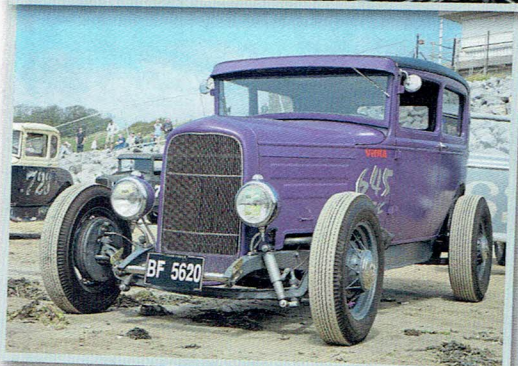
'34 Ford street rod had the perfect stance.



Handsome '69 Thunderbird looked great value at £7500. ★



Plymouth Fury from 1960, the last year for tailfins.



Cool '57 Lincoln Premiere gets used as a daily driver.



Period-perfect Mercury kustom was chopped, shaved, frenched, peaked and radiused but remained wonderfully understated. ★