



VOLUME 1, ISSUE 2

21/8/06

Race Update

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Testing at Heathcote Park Proves Successful

Testing for Parker Racing's new Pro Stock motorcycle has proven a success at Heathcote Park Raceway on Saturday the 19th.

The team went there to sort out the new chassis, get a base setup for the season opener in Western Sydney, complete license tests and to give the rider a bit of a reminder what it takes to ride these rockets. "The new bike was incredible, we took a couple of attempts to get it sorted, but in the last run the bike showed its true colours. I'm still trying to wipe the smile from my face. And its Monday!" commented Sam, the rider. "Our first pass with the bike resulted in it being shut off at about 60 feet. The clutch was a plate short and just

slipped on the rev limiter. With the clutch stiffened up we attempted our second pass which was totally the opposite! The bike stalled on the launch which after reviewing the footage looks to be more of a rider issue than a setup issue. None the less we stepped up the launch for the third pass to try and encourage a bit of wheel spin to get the bike out of the hole. That it certainly did! The bike smoked the tyre off the line and throughout the run. Shutting it off at half track to get a feel for the brakes it still coasted through to an 8.7 second pass. I'm already

eagerly awaiting the chance to get back on the bike in a fortnights time. The thing is an absolute rocket, I can't even begin to explain the sensation that riding one of these machines gives you." Sam also explained that post race inspections of the new motor all came up good and that as a result he may be out of the shed at a reasonable time each night. "I'm really happy with the way that not only the bike went, but how well the team worked on the day too. The rider didn't fair too bad either." Sam said with a sly grin. "Look out Sydney, here we come!"

Sponsorship Drive Continues Strong

With nearly half of the sponsorship places sold for Parker Racing's novel sponsorship raffle, now is the time to get in before they are all gone. The team set a goal of having half of the 30 spots sold by the time they go to the season opener meeting held at Western Sydney International Dragway (WSID) and it looks as if they may exceed this goal. "As soon as the bikes are on the track, the remaining spots will sell quite quickly." Explained Phil Parker. "It will become quite obvious when people see the amount of attention these amazing two machines receive in front of what is expected to be another sell out crowd in Sydney and also the coverage the bikes get on National television. That being said, we are still on the sponsorship trail and

are having meetings in the next two weeks with a couple of businesses that may buy a number of spots. We are also preparing a couple of initiatives that will give all of our sponsors the benefits of marketing to Drag Racing fans." More information will follow soon.



As the picture suggests, more sponsors are wanted!

East Coast Nationals Warm up

With over 420 entries for the first round of the ANDRA series, the East Coast Nationals held in Western Sydney will be a massive meeting to start the season. Parker Racing will find itself with a very difficult start to the season. Both Phil and Sam will be faced with the daunting task of trying to qualify for their 8 bike fields with entries at 10 and 12 respectively. After completing the last three seasons in position number 6 in Australia's highest class of Dragbike racing, Phil was upbeat about his chances on the first week of September. "We'd have loved to have had the new nitro bike for this meeting, the extra horsepower would definitely have come in handy! Despite that, we feel we have the turbo bike ready to do what it takes to make the field. Hopefully the bike will do us proud in its second last event with the

team." Explained Phil. "This season will be incredibly tough in Top Bike, you just have to look at the entry list for the East Coast Nationals to see a whole heap of new bikes out of America and Europe that are some of the quickest in the World." The largest ever Pro Stock Bike field in Australia has formed for Sam to make his debut at. With the new rules it's also likely to be the quickest and fastest field ever with times expected to be in the low to mid 7 second range at 300km/h. "Should I put the mission impossible ring tone back on my phone?!" Joked Sam. "Having to out-qualify 4 other established bikes at my first ever pro stock meeting is definitely going to be a huge challenge. A challenge that I feel we can meet however. We'll be competing against those new pro stock v-twins that cost as much, if



The State-of-the-art track at WSID will host a huge crowd that are all expecting to see the best Drag Racing Australia has to offer. They won't be disappointed...

not more than my house. Luckily money doesn't always win you races, but it certainly does help! I'll have a couple of tricks up my sleeve for those guys if we meet in eliminations. However we have to qualify first and there is no tricks for the stopwatch. I feel we have a tune up that will be enough to get us into the field and if we can do that - that'll be a huge achievement.

"With the new rules it's also likely to be the quickest and fastest field ever with times expected to be in the low to mid 7 second range at 300km/h"



Daniel Peaty, 05/06 Number 1 in Pro stock



High dollar Buell will be tough to beat



Callum Godeassi is running quick



Brett Steven's Racing, always fast



Athol Williams ended last season on a high



Jay Upton pushing for 5's this season

Sponsor Insight

Each issue of Parker Racing, Race Update we plan to give our readers an insight into one of our faithful sponsors. This issue, it is Qualitool of Geelong.

Qualitool are situated on Mercer street in the city of Geelong and carry a compre-

hensive range of high quality tools. Specializing in air craft tooling such as hi-lok ratchets, pin protrusion gauges, cleco pliers, safety wire pliers, canon plug pliers, micro stock countersink units, hi-lok gauges and all the preferred brands of 12 point sockets,

speed braces, air drills, side cutters, magnets and mirrors. Qualitool also carry an extensive range of automotive tooling including tool sets ranging in value from \$50 to \$2800. They carry the usual socket and spanner sets, but also specialist tools such as pullers,

auto test equipment, cylinder hones, brake bleeders, air tools, jet drills, thread files, wire crimping and stripping tools, coil spring compressors, degreasing guns, hydrometers, chain wrenches, oil filter tools and of course, torque wrenches.



Qualitool of Geelong have a large store front with an excellent range of high quality tools and tool boxes on display. If you after some quality tools, call David on (03) 5221 8915

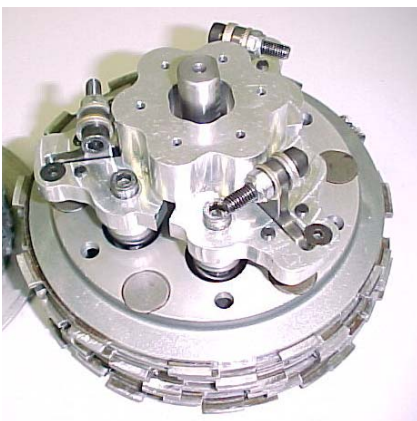
Tech Story: Tuning a Pro Stock bike clutch

Making a Pro stock bike go quick involves few things. 1. Horsepower (as much of), weight (as little as possible) and traction. As a track gets warmer or colder throughout any given day, it will gain or loose traction. Taking full advantage of the traction available is what can make the difference between winning and losing a race. This is where the clutch comes into play. The

clutch on a Pro Stock motorcycle controls how much and how quickly the horsepower of the motor is sent to the rear wheel. There are a large number of adjustments that can be made to the clutch to make this all work, however today we will focus on the three main areas that the crew chief will work with. 1. Base pressure 2. Throw out weight, 3. Throw out springs. The base pressure in the clutch is determined by the strength of the springs in it. The springs force the clutch plates together which in turn transfers the power from the engine to the wheel. The more spring pressure, the more 'bite' the clutch will have off the line. This is adjusted by either changing springs

or by adding or removing spacers on the springs. The second adjustment we work with, is the amount of weight on the throw out arms. As you can see in the picture, the clutch has three arms which are operated by centrifugal forces. The faster the wheel is going, the more they push outwards which in effect is pushing more pressure on top of the base springs. This allows the clutch to lockup or slip as the bike goes down the track. The more weight (controlled by bolt length and number of washers) the more the clutch will lock up during the run. The third adjustment area the team works with (the throw out springs) control how quickly the throw out arms take effect. The stiffer the spring the more speed it

takes to lockup the clutch, the less pressure (or no pressure) and the lockout arms take effect at less speed. To put the whole picture together: The first 60 feet of the launch (the most demanding part of the track to tune the clutch to) is controlled by the base springs, throughout the rest of the run is a mixture of the weights on the throw out arms pushing outwards and the springs attached to them controlling how quickly they throw out. With the difference between a win and a lose often being as low as a few thousandths of a second - I'm sure you can appreciate the complexity of getting the clutch set-up perfect!



Pro Stock Style clutch set-up

PARKER RACING

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PROFESSIONAL
FAMILY DRAG RACE
TEAM

If you have any articles that you would like placed in the next issue of Parker Racing, Race Update, please forward them to Sam Parker at sparker@deakin.edu.au. This newsletter goes out to 500 email addresses including members of the race team, sponsors and a large number of fans of the team. If you know of anyone else that would like to be added to the mailing list for this newsletter, please forward the email address to sparker@deakin.edu.au. You may also print copies of this newsletter and freely distribute it if you wish. If you wish to be removed from the mailing list, please contact me on the above email address.



Images of Sam Parker riding the Parker Racing Pro Stock Hayabusa to a tyre smoking pass that gave him his Group 1 license.

What's Next?

Coming up in the next issue of Parker Racing Race Update will be the complete team results from the season opener at WSID's East Coast Nationals including a run by run report which will cover everything you need to know about Parker Racing and the East Coast Na-

tionals. Due to the fact that the 2006 Australian National Titles (and round 2 of the championship) are only 2 weeks after the season opener, we'll preview the event that every team wants to win the most. We'll give another one of our fantastic sponsor's a

'Sponsor Insight', if you want that to be your business - buy your spot in the raffle now! Until then, I hope you have enjoyed this issue of Parker Racing, Race Update. I look forward to representing your company on the race track soon! Thanks,
Sam Parker



That's all for this issue, stay tuned for next issue which will be out the 4-5th of September