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Race Update

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The final round of the season saw the highest number of entries for the season, 12 quick bikes, even though the quickest two bikes in the Country of Jay Upton and Leonard Azzopardi had not entered (which gives you an idea of how tough the field will be next season). With the field numbers as high as this, Parker Racing set their goals on getting at least one bike into the field, with the hope of getting both to qualify for Sunday's show.

First fire up on the Friday had Phil's bike sounding very tough, but Sam's bike was blowing out past the head gasket and not making a lot of power. The team made the decision to strip Sam's motor down, replace the

power rings and pistons before the first qualifier. The team worked incredibly hard to make it in time and both bikes were rolled out to try and get a solid first qualifier in. First up was Sam who made a clean pass - but unfortunately it was way too slow, the bike not making enough horsepower. Next up was Phil. With the bike fired up, he tried to accelerate to the burnout pad to find that he had no drive in the transmission at all and had to abort the run. With both bikes not performing well, the team were hard at work finding out why before going to bed on Friday night.

A simple sprag failure in Phil's transmission resolved the problem there, however Sam's was not as clear cut. Advice from the team's tuning consultant Bill Curry

suggested that the bike was much to lean. With drastically richer fuel settings put into the bike, it made little difference so a spare pump was tried. This made some difference (despite being a used pump) so the team were happy to give it a shot.

Second qualifier came around and Sam's bike sounded odd in the warm up and the team decided to skip this session to find the problem. Turned out to be a cam chain tensioner failure which was quickly rectified for the third session. Phil's bike launched out from the line with its best ever 60 foot, before having to back off due to heading towards the wall. A slowish time recorded as a result meant that both bikes were now out of the field and needing to step up for the third qualifier.

Phil was up first for the third and final qualifier and once again the bike sounded strong. The bike again went towards the wall and Phil had to roll it off the throttle, by the time he was able to get back on it - it was all too late. A 173mph terminal speed showed that the bike was making plenty of power, if only we could get it in a straight line. Sam's bike sounded much happier with the spare pump on, but was still short of the amount of fuel it required. Resulting in an improved time of 8.6 seconds, but well short of the 7.6 second bump spot he was chasing.

The team disappointed about not making Sunday's show, but did enjoy the day making lots of new fans and 'chewing the fat' about the season to come.

Sam showing good header flame, but not enough speed.



A banner for "OCTANE ALLEY Performance". The text "OCTANE ALLEY" is in large, bold, red letters with a black outline, set against a black oval background. Below it, the word "Performance" is written in a smaller, yellow, cursive font. To the right of the oval, the text "For All Your Performance Engine Needs" is written in a bold, yellow, sans-serif font. The background of the banner is red with a black and yellow flame-like pattern on the left side.

2007/08 Season Review

Well unfortunately this racing season was not a great one, however it was about what we expected.

We knew that once we made the decision to go to a second fuel bike that A, it would be hard to find, B would take a while to get a handle on, and C would take a while to put together a crew to run two fuel bikes.

Well we were right, it did take a while to find a bike. After having deals fail to complete in the USA and England it appeared that nothing would happen this season for Sam. However at the last possible moment Sam's bike deal did come about. We were lucky to have a great shipping agent in Lawson and Croft who were able to bring the crate to Australia with none of the usual horror stories you hear of people bringing in things and it all going wrong.

So we had Sam's bike, now how do we find enough crew who are willing to put in hours of work for no reward. Joe and Billy were there but we needed many more. Dougy stepped forward and then Ray and Greg from Wimmera came onboard as well. We even have a catering manger who makes sure we are fed and don't have to stop to prepare food or buy track food.

OK we have enough people, how do we move all of this and accommodate everyone. The old trailer was now a bit small so a much larger 38' unit was found. This now sleeps 8 with all the gear loaded and can handle 10 or 12 with the bikes out. A larger fridge was required so that we could hold enough food and beverage for everyone (Sunday night of the Winternationals we consumed 84 cans for the night between the team, other teams and friends) so a 200 lt. fridge was fitted along with some more cupboards and benches. Now the trailer is large enough, but the old 5 lt. engine in the F250 was going to struggle. So while we were in Perth racing a new GT40P motor the same as what is fitted in the XR8's was dropped in for a re-power.

January came and we rolled Sam out for his first sit on a fuel bike. He ran at Portland and Heathcote the first weekend, which is just a 1000 km round trip. Sam road the

bike like he was born on it. It wasn't pretty because we had power and little traction but he showed his maturity in riding the bike to stay safe. His license was granted and we headed for his first meeting. As we were doing this I was also changing my supercharger to a new screw blower rather than the old roots style that we exploded at the season finals last year. Hell if you're going to have a bad year make it really bad.

Sam's first meeting we managed to burn valves and pistons in both bikes, not what we wanted to do, but that's what happens. We returned home made some repairs and then did a heavy appearance schedule around Victoria and Tasmania. Back to Sydney for the Nitro's and again no joy. When we returned home we readied both bikes for the Winters and decided that we need to bring in some tuning advice. It is easy to get advice but generally it comes from people who have no idea of what they are talking about so we continued to look. The day we leave for the Winters our new 1500cc Puma motor arrives and looks fantastic.

While at the Winters Bill Curry calls by our pits. Now for those who don't know Bill he has raced fuel bikes for many years and held the Australian speed and MPH records for fuel bikes. Sam and I approach Bill to see if he would advise us on tuning and he agrees, I must say we are pretty happy about that and we set about readying both bikes with a tune at the Winters. We went there with the aim of qualifying at least one bike and having some good runs, neither was achieved however our basis is set for next season. My bike is now ready to perform again. If it were not for it having a love affair with the wall we should have been in the field. After getting it off the wall at the 120' mark we still managed to run 174 MPH so the tune is good, just need to improve the rider.

Sam's bike is about three runs from being right. We have the new motor going in, with a tune up that will run 6 second passes all day. With all of our hard working crew (250 hours of work for the weekend as well as 210 hours traveling time) we will have

two 6 second bikes next season. In Europe last weekend a bike with the same motor as mine ran 6.48 seconds, so it can be done. With Bill helping us tune the bikes we will avoid a lot of the motor damage we have had this year. Our inventory of parts is bigger than ever so when we have to lean on the motors to go fast, we can back them up. We have committed to spend the time and money to attend at least some of the Test N Tune meetings so that when we go to a race meeting we know we have a combination ready to go. Our sponsors hopefully will all be back with us next year, we once again can see where we are heading and have confidence that we will be getting there.

The TV coverage this year has been great and will continue next season. Parker Racing will be there competing and qualifying at race meetings. We already have a number of appearances scheduled and looks like it will be biggest season yet, next season is only 10 weeks away and I am already hanging out for it.

Not only is our media coverage expanding on television, but we now have Parker Racing merchandise and the first batch of T-Shirt sales exceed expectations and a new batch is coming. Our web site is being further developed with a photo gallery page, if you have any photo's of us please email them through and we will upload the best ones to the page.

As the team continues to grow and performance levels are increasing, our value to sponsor's becomes more prevalent. The team is continuing to chase more associate sponsors where the team work hard at returning value back to your business, but are also in the hunt for a major team naming rights sponsor. The team has discussions taking place with a number of potential team sponsors and is making presentations as the new business year rolls around. If you would like to be involved with the team as an associate or team sponsor, please don't hesitate to contact us and we will see what Parker Racing can do for your business.

Phil Parker



Sponsor Insight: Matilda Southside

Despite the Parker Racing team not making the top eight at the Winternationals the team still came home with many positives. Amongst sorting out problems with both bikes, they secured a tuning advisor and also a new sponsor.

Mark from Matilda fuels service station in Wacol has been following the team's progress for the last couple of seasons now after first getting photo's of his kids on the team bikes over two years ago.

"The entire team are very hospitable and family friendly. Its rare to find guys that are more than happy to answer all your questions whilst making the kids day by sitting them up on the bikes and taking photo's of them. This is exactly the type of atmosphere we like to create in our store so it was a natural progression" Said Mark, manager of the Wacol Matilda station.

"We have been fortunate enough to grow our station to be the largest on

Matilda



Sam with new sponsor Mark from Wacol Matilda Service Station

the South Side of Brisbane and as a result we are ecstatic to be part of the Parker Racing Team!"

Mark's success at the Wacol

Matilda service station is not just due to the discount fuel sold, but also due to the convenient grocery section, high quality oils and other products but also due to other services available such as trailer hires, a mechanic on duty and a ATM on-site.

If you live on the Southside of Brisbane, we would highly appreciate that you support Mark and his team at Wacol Matilda. Supporting our sponsors, is supporting the team and will help us continue to perform better on track. Drop in and say that you're a Parker Racing fan!

The team are currently planning a day at the station where we will have both bikes on display and be doing some other activities. Stay tuned for further details.

Parker Racing Interesting Facts

Over the Winternationals racing weekend the team discovered, or re-discovered some interesting facts that we thought some of you may be interested in hearing. No real story behind any of them, just some interesting points. Enjoy!

*At the Winters, while Parker racing only completed 4 passes in total, they used 90 liters of Nitro in running and tuning the bikes.

*On average we use 12 liters per quarter mile in each bike. In metric terms that's 300 liters per 100 km's, the average street car is about 10 liters per 100 km's and uses fuel that costs \$1.50 per litre, not \$18 per liter.

*When tuning a petrol powered motor for performance you try and put as small amount of fuel in as possible, however with Nitromethane you do the opposite and put as much fuel in as possible.

*The optimum fuel to air ratio for petrol is 14.3:1, for Nitro it is 7:1.

*Nitromethane is made by a chemical reaction between nitric acid and propane.

*Nitromethane is a liquid that carries 3 parts oxygen with it, Nitrous Oxide (often confused with Nitro) is a gas that carries 2 parts oxygen with it. (Not as much bang)

*Our bikes run two speed transmissions with second gear only a slightly higher ratio than first.

*Second gear is selected about at half track and is an action of the rider.

*Maximum revs are about 9500 revs per minute for our Top Fuel bikes.

*Rear tyre pressure is set at about 7 1/2 PSI to give the tyre a 'flat spot' to give more traction.

*The rear tyre is 14" wide and is good

for about 8 runs. (3-4 km's)

*The Puma/Yamaha motor in Gracie (Phil's bike) producer's approx. 800 HP and is 1200cc in size

*The Puma/Vortex motor in Penny (Sam's bike) producer's approx. 1100 HP and is 1500cc in size

*Compression ratio is 7:1, most street cars are much higher around the 12:1 mark.

*Parker racing will race in front of approx. .250,000 people this coming season in 5 states of Australia

*With 7 national race meetings, 5 regional meetings and 4 displays the coming season will be our busiest yet.

*Sam Parker is the youngest fuel bike rider currently competing anywhere in the world.

PARKER RACING

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**PROFESSIONAL FAMILY
DRAG RACE TEAM**

Sponsorship Opportunities 2008/09

Parker Family Racing are currently in the search for sponsors to support them throughout the 2008/09 season. The team are looking for a major naming rights sponsor as well as smaller associate sponsors. The team are still more than happy to develop sponsorship packages for individuals or smaller businesses that would like to help support the team. If you would like to receive a sponsorship proposal information booklet or DVD, please feel free to contact Sam Parker through the details below where he will happily discuss the various options with you. You can contact Sam at sparker@deakin.edu.au or by phone on 0438414011.



Parker Racing's first batch of merchandising T-Shirts were sold out at the Winternationals, team fan and reverse gear girl Sam snapping up the last

What's Next?

Wow, this issue of Parker Racing, Race Update was jam packed full of information!

Although that's great and gives all you readers out there something interesting to flick through on your lunch break's (we wouldn't be wasting work time of course.....) we will release another issue shortly that will contain many more

pictures from the Winternationals and some highlights from over the whole season.

We'll also have a look at the work the guys are already doing on both bikes in order to get them right up there next season. If your not aware of the teams plans, hold tight as the changes made will see the teams performance levels

significantly increase to put them up there as a team to beat.

Until then, please feel free to contact me any time on either my email or my mobile with any questions or suggestions you may have. Thanks again,

Sam Parker



That's all for this issue, stay tuned