



VOLUME 3, ISSUE 2

1/09/08

## Race Update

Inside this issue:

*Wet Nationals Shows  
Parker Racing Power* 1

*We Nationals Shows  
Parker Racing Power  
contin.* 2

*Event Preview, Spring  
Champs QLD* 3

*Sponsorship Opportu-  
nities 2008/09* 4

*What's Next?* 4

### Wet Nationals Shows Parker Racing Power!

The 2008/09 ANDRA Championship season started off at NSW's WSID over the 12-14th of September. The new three day format at WSID meant that we would have two qualifying passes each on the first two days and race on the Sunday.

With pre season developments happening at most teams, Parker Racing were keen to make a big impression from the get go. Sam

was up first with his new high horsepower engine and went straight into wheel spin on the hit. "Bill had put a fantastic tune into the motor, but we need to do some more laps to get some clutch information, this was evident on the first run where our guess at the clutch tune was a bit off." said Sam. Hoping to take advantage of some slower than expected runs from the opposition, Phil was up next. Launching out very hard and running strong until just after half track where the bike just started to nose over, Phil recorded a new personal best time of 7.26 at only 159mph. This time was fantastic news for the whole team, not only because of the personal best time - but also due to the obvious potential of improvement at the top end of the track.

With some changes made to both bikes for the next qualifier, the team were looking quite strong. Sam was up first once again and with a softer clutch tune in the motor, he was quite confident of recording a solid time. The bike launched hard, but for only about 5 meters when the transmission let get and the bike slowed. Later investigation showed that the transmission sprag was the reason for the failure and the transmission was repaired for the next days qualifying.

Phil keen on chasing his first ever six second run

was up next, but was shut down after the burnout due to a fuel leak. The leak was later discovered to just be a loosing fuel fitting and a simple fix.

After the first two qualifiers, Phil was sitting in the field at number 8 and same was further down at 11. The bump spot was not an overly quick number (Phil being number 8) and there were plenty outside the field that could go quicker. With this in mind, the team went about preparing the bikes for the second days qualifying passes. It was decided that the best was to progress

*Phil on his personal best run of a 7.26 Elapsed Time.*

A banner for Octane Alley Performance. It features a stylized flame graphic on the left, the text "OCTANE ALLEY Performance" in a bold, red and white font in the center, and the slogan "For All Your Performance Engine Needs" in a yellow, bold font on the right.

**OCTANE ALLEY**  
Performance

**For All Your  
Performance  
Engine Needs**

## Continued From Page 1

with Sam's bike was to get it down the track and then after that, try to get down the track quick. With this in mind, the decision was to take 15 degree's of timing out of the motor to soften it up as to not hurt the transmission or over power the track. Phil's bike had a change to the fuel system to make sure it didn't nose over at the top end of the track again.

Phil was up first this time and his bike once again left the line very hard. Unfortunately, it nosed over at the top end again, but this time due to too much fuel. This left him still in the number 8 position. Sam's new tamer engine tune still sounded

very angry and the results showed this. The bike driving very quickly to half track when it then spat the drive belt off at half track and Sam still rolled through for a 8.0 second quarter mile time. Despite taking a good amount of horsepower out of the engine, the bike was on a mission to qualify giving the entire team something to be very happy with. The bike had only taken a couple of passes to show its true potential and the excitement was now being directed at the fourth and final qualifying session.

Unfortunately at this stage, the meeting saw some very bad oil downs and crashes putting the

days action that far behind time that the decision was to complete qualifying on Sunday morning. The weather god's did not agree with the track managements decision and ensured that there was more than enough rain that night and the next day to cancel any further racing.

So Despite not getting the chance to race, let alone complete qualifying - the first event of the season showed that Parker Racing are going to be a tough team to content with this season and we are looking forward to round two in a fortnight!



*Sam on his third qualifying pass which saw the new combination start to show its potential, here is the bike at full flight.*

# Matilda

## Event Preview, Spring Champs QLD

After a rained out season opener at NSW's WSID, the racing season now moves onto sunny Queensland for round two, the Spring Champs.

With most teams showing their cards at round one, the writing is on the wall for Australia's first ever six second bump spot in Top Bike and Parker Racing have positioned themselves nicely to ensure that they get one or even both bikes into this landmark field.

"Its not going to be easy as there are a number of bikes that can run well into the six's, but we are happy to say that we are two of them!" Said team boss, Phil Parker.

"We really feel that we were only one run away from my first six second run and Sam's bike could well have been

on a high six when it threw the drive belt in Sydney, and trust me, that engine has a heap more power to be dialled back into it yet. That being said, we have 13 bikes entered at the event, which although is about two or three less than we were expecting, its still quite a solid field. 5 will miss out and there isn't an 'easy' five to get ahead of. Brett has his 4 entires, our two, West Aussies Jay Upton and Mark Drew, Dennis Grant, Rodney Salvestro, Neville Smith, local Alan Herriman and the flying Kiwi Athol Williams will make one tough field." Commented Phil.

With only a taste of how much power his new combination is providing, the team's second rider,

Sam Parker, is very keen at getting back on the bike in Queensland.

"Yeah I am completely in awe at just how much power this new combo is making, it's a real eye opener!" Laughed Sam.

"Even when we tamed it down as much as we did, it was still enough to bring up very respect-



*New Zealand's Athol Williams moved onto the quickest list of all time with his 6.33 run*

able half track times and have me smiling all weekend. What was probably even more of an eye opener were the first two qualifiers. Although they didn't look as spectacular as the third, on each of those runs I was able to just open the throttle back up again further down the track (after smoking the tyre in the first and hurting the transmission in the second) and boy, did the bike respond each time. As soon as we get this clutch in the right sort of ballpark, which I believe we are, we will be able to get some solid full track runs in that will bring an even larger smile to my face. You never know, we may even beat the old boy into the six's, but it would be bit of a shock as his

bike looks to be right on track to run one real soon." Said Sam.

As the guys jokingly debate over who will bring the first six second elapsed time to the Parker Racing team, there is a sense of seriousness behind it all. The guys know that if they want to make an impact on this championship, they will need to get on

top of their game quicker than the opposition. People like Athol Williams, the flying Kiwi who appears to be in excellent form this season, running a personal best time of 6.33 in qualifying at round one will be very tough to beat and the always competitive Brett Stevens Racing team will be collecting quite a lot of data from

all of their four bikes from each run.

"Absolutely, Athol is flying!" Said Sam. "Its always going to be tough to beat the big fella, but running quick times and winning races are two very different things. The way Top bike is poised at the moment, if you are quick enough to make the field, you are quick enough to win the event."

The Parker Racing team will be attending the Spring Champs at Queensland's Willowbank Raceway on the 26th and 27th of September, be sure to make it out to the track and watch them in action!

## PARKER RACING

Phone: 0438414011

Email: [sparker@deakin.edu.au](mailto:sparker@deakin.edu.au)



**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](mailto:sparker@deakin.edu.au) or by phone on 0438414011.



Parker Racing's Sam Parker posing for a photo with the staff from the Harley Davidson Dyno Drag Display, keep an eye out for this on Television!!!

### What's Next?

Well the new season has started and despite the fact that the first meeting was bit of a downer due to it raining out, the team have shown that they are real contenders for this seasons championship. Phil's combination is proving to be a consistent and reliable runner that will run into the six second

bracket very shortly and Sam's new motor combination is showing that it has all the power that it promised and then some. It won't take the team long to get a handle on this and then both bikes will be at the pointy end of the field. Well, here's hoping anyway!

Next issue we'll give you all

the results and news from round two, the Spring Champ's in Queensland.

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,



That's all for this issue, stay tuned