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# Race Update

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## Parker Racing goes BANG at Spring Champs...

The Parker Racing team entered into the Spring Champs event in Queensland with high hopes of having both bikes run into the six second zone and the challenge to see who could do it first out of the guys was starting to heat up.

Both bikes showed at the round opener that they have the power and ability to do the magical six second run, they just needed to piece together a solid run to bring it up on the scoreboards.

Sam's bike, Penny, was proving to be a little difficult this weekend and had now developed a supercharger drive problem that was breaking belts on warm-up and therefore was not going to do a full pass.

Saturday comes and the last qualifying session is in the heat of the day (which is quite hot for us Victorians...) With Phil in the field at number seven and Sam out of the field, there was the possibility of having both in, both out or either one of the bikes in the field, so the team were keen to put there best performances down.

Phil lines up against Dennis Grant from SA and if he stays in front is guaranteed to be in the field. With Gracie again carrying the front wheel out nicely and being in front by almost a second

by the 330' mark Phil drifts to the left and lifts the throttle a bit but stays a second in front and therefore in the field.

Sam is up next, after thrashing to make the final qualifying pass due to the belt breaking problem requiring the team to do some quick engineering (otherwise known as bush engineering) to come up with a solution that will keep belts on the bike for this run. Sam needs to run a 7.89 to make the field, an easily obtainable number for this engine. The bike launches very hard and moves around on the rear tyre, Sam throttles the bike and it responds violently causing him to have to throttle it again. Once he has it straight again he cracks the throttle hard to try and salvage a pass that will have him make the field. The bike stormed

Qualifying was started off by Phil strongly, with a 8.217 second quarter after breaking the main drive belt before half-track. This pass resulted in a 330' time of 2.887 seconds, which was the third fastest 330' time for the session and the ninth quickest 330' for the weekend by a bike. With only 108 mph across the finish line and no drive from before half track it shows the bike was on a nice pass before breaking the belt that in hindsight should have been replaced a few passes ago.

Sam's bike was having some minor problems with the oiling system after having a rebuild due to the dropped valve in Sydney and was not going to make the first qualifier.

Second qualifying pass for Phil results in a strong run that drifts to the centre and causes Phil to lift off power while pointing the bike back to the centre of the track. While being 2 tenths of a second slower to the 330' mark and lifting the throttle to centre the bike a 7.38 time card shows that performance is progressing nicely. This has Phil in 7<sup>th</sup> position and in the field with just the one session remaining in the heat of the day tomorrow.

*Sam on his only run for the weekend, 9/100th's too slow!*




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through the finish line at 184mph (a new team best) but misses out on the field by 9/100ths of a second by running a 7.98. The team were disappointed by missing by such a small amount, but are happy to know that the problems have been fixed and with another pass Sam would have been able to produce at least a low seven second time.

With Phil qualified 7<sup>th</sup>, this puts him against second qualifier Kim Stevens riding for the BSR stable in round one. Kim is a man who can go fast but we feel that we stand a chance if we can get a little luck. The weather has been reasonably hot and humid and this never makes a Harley go quick.

With a 3 hundredth of a second advantage from the start, Phil comes out of the start line in front of Kim, Gracie records her slowest time for the race meeting to the 60' mark but then holds her own out past the 330' and is

only 5 hundredths of a second behind Kim. However just before half track Gracie's does something she has never done before and throws a conrod out the back of the crankcase emitting a big cloud of smoke and oil vapor and we roll to the end of the breaking area with one very hurt motor. Kim runs through for a 7.201 second pass, which is quicker than what we have gone but was definitely a big chance of a win. Luckily with the belly pans that we run on both bikes now, no oil was dropped under the rear tyre and breaking and control was not a problem.

The team will work hard at repairing the damage to Gracie to ensure that both bikes are ready in time for Perth and that they can and will both run in the six second region which will make the team a force at the Golden State Championships. With only 4 weeks remaining until the bikes need to be on



*The damage inflicted on Phil's motor. Your not normally meant to be able to see straight through that part of the motor!!!*



*Phil launching hard in the third qualifier. You can see from the picture here that Gracie doesn't mind the heat of the day*

# Matilda

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**PROFESSIONAL FAMILY  
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## 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.



Sam Parker had his eye's open on his one shot qualifier which had the bike show its potential again with some impressive power. Picture by blacktrack.com.au

### What's Next?

The team are working hard at having both bikes not only ready in time for the next round of the Championship in Western Australia, but having them both ready to run in the six second bracket at near or over 200mph. The team enjoy the racing and the atmosphere in Perth and are keen to do well for the fans

over there.

Next issue we'll give you all the results and news from this round (round three). We will also hopefully have a good range of pictures from the event to show you, as we are aware that it is a bit far for most fans to go to spectate. So if you can't make it there, stay tuned for the next

issue of Parker Racing, Race Update!

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