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Race Update

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Parker Family racing have successfully tested their new nitro burning Top Fuel Motorcycle on November the 11th at Ballarat City Dragway.

The day started off with bit of a hitch, the bike wouldn't fire to life. "We were spinning it over and it just didn't sound like it wanted to do anything. There was fuel coming out the exhausts so we pulled a lead off to reveal that the motor was not getting any spark. We hadn't made any changes since firing the bike at the sponsor's day, so we were left scratching our heads for a while until Sammy noticed a braided stainless steel hose sitting up against the magneto transformer. Sure enough,

once we re-routed that line, the bike fired up straight away!" Said Phil. "As we are all still learning about this bike we were all looking for something more significant to be the problem. I guess the first lesson to learn was to remember the basics!" With the problem now rectified the bike was warmed up while Phil suited up for his first ever ride of a nitro bike.

"It was our first opportunity to load the motor up a bit and give it bit of a work out. Plus it was my first chance to sit on the bike with it running. I thought I was nervous until I saw Sammy's hands shaking as he started the bike up for me. Obviously he was more worried than me! As we had not had the motor under load before, the plan was to do a short burnout and see how the motor sounded. If it sounded good we would go to the line for

a 60 foot launch and if it sounded crook, we would shut it off." As Phil cracked the throttle in the water, the engine sounded fantastic so Phil had no hesitations in taking it to the start line.

Without any troubles at all the bike launched hard and Phil decided that instead of shutting it off he would ride it easily down the track. "It just was so easy to launch and comfortable to ride, that I thought I may as well ride it the length of the track."

With the shake down pass under the belt and the team more than happy with where the bike was at, they prepared it for another run where Phil would give it a bit more this time. Once again the bike sounded fantastic in the burnout, however after the burnout the idle speed had increased and Sam could not push the bike back against the centrifugal clutch. Phil shut the bike

off and lowered the idle speed before starting it again. "As soon as we fired it back up again the idle was higher and getting higher yet." Said Phil who shut the bike off right away. A quick inspection revealed that an inlet manifold had cracked and was allowing extra air into the motor. "The old inlet rubbers were quite stiff and obviously cracked once we put some boost through them. We're just so happy with how the bike went today, it would have been good to give it a big go, but its probably safer for us to leave that for a championship track anyway." Said Phil. "We have some new inlets at home that we will put on the bike and we'll go over everything else as well to make sure its all good too. I just can't wait to get this thing on the quarter!"

Phil found the new bike to be a dream to ride and is looking forward to its next outing.



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Pro Stock Bike Developments

With the naming rights Sponsor of R.L. Dearie being drawn at the sponsors day, Parker Family Racing have been busy working away preparing both bikes for their next rounds. As the next meeting will be a Pro Stock bike only event for Parker Racing, we'll look at the mid-season developments that have taken place to Sam's Pro Stock bike in this issue. "After my little incident at Warracknabeal a few weeks ago, we had a few repairs to sort out before anything else. A new front rim was ordered from the states right away as we decided it wasn't worth the risk to re-roll this one straight At 300 kilometers an hour, you want your front wheel to be as strong as possible!" Explained Sam. "While ordering the replacement rim, I got a couple of other bits and pieces for the bike out as well. An adjustable clutch switch to help us fine tune the rpm's the bike is actually launching at, an input shaft sensor to give us more accurate clutch slip readings on the new data logger and a

new vacuum pump was ordered as I was made an offer I couldn't refuse on the old one." While waiting for the parts to arrive from America, Sam went about repairing the damage done to the bodywork. "Sometimes it's a matter of who you know, not what you know!" Laughed Sam who didn't do much of the repair work at all. Paul Cousins, who is crew chief Simone Armour's brother-in-law happens to be a surfboard repairer by trade and was a great help in not only completing the repair work, but also did a fantastic job of spraying the bike in its new colours. "It was bit of a shame to see the matt black bat-mobile go, but on the same hand I'm really excited about promoting R.L. Dearie with the new colours and soon to be completed sign writing on the bike. We have some new team shirts on the way that will really have us looking sharp and will help raise the professionalism of the team further. It's my new theory, to win some races you



The Pro Stock Bodywork after being painted. With sign writing and stickers to come, it should look a treat once completed.

have to look like you should be winning races... Well not quite, but it sounds good anyway!" laughed Sam. Not all of the development during the short mid-season break has been on making the bike and team look professional, some mechanical developments will hopefully get the bike performing a bit harder also. "The testing we performed in Ballarat and Warracknabeal have given us some great data from the on-board data logger and we have found a few areas in which we can get quite a bit more aggressive with in the tune. Ultimately I think we can get the bike into the 7.5 second range before the end of the season which would be fantastic. It has been a steep learn-

ing curve and there is still a whole lot more learning to do yet, however we are currently sitting 6th in the championship in a season that has had more entries than ever before and quicker and faster bikes than ever before. Its been a great start to my professional debut season and we think it may get better yet. Another development is the purchase of some electronic recording equipment that will allow the team to get some onboard footage from the bikes. "Stay tuned for that, it should be great fun! The lipstick camera we have is small enough to place almost anywhere on the bike making our imagination the only limitation."



The Damaged Front wheel that has since been replaced and Paul Cousins hard at work spraying the bodyshell in his surfboard repair shop. Although Paul usually sticks to surfboards, he did a first rate job on the bike and Parker Family Racing can't thank him enough.

Sponsor Insight - Coffee Snobs

This issue we feature one of our newest sponsors, www.coffeesnobs.com.au. Coffee Snobs is a website (as I'm sure you guessed!) Where real coffee connoisseurs and hobbyists can get together and discuss everything and anything coffee related. If you enjoy a good cup of coffee then why not log onto the forum and find out what is involved in roasting and grinding your own beans to make your very own

fresh blend? Its an art/science that is not only very rewarding, but a hell of a lot of fun too. The site contains the latest coffee news, information on professional coffee related products, polls and reviews, a section where members can buy and sell coffee making hardware, some coffee art images (as seen bellow), coffee blend recipes, tips and tricks to home roasting, milk type discussions, equipment discussions and more.

Whether you're a casual café drinker who would just like to see more latte creations like those bellow or are interested in roasting and grinding your very own special brews. You can even order green coffee beans directly through coffee snobs site and receive all the advice you need to start making your own fantastic coffee. Be sure to log onto www.coffeesnobs.com.au to open your eye's to a new World of coffee!



Jump on coffeesnobs.com.au to discover a whole new level of Coffee expertise.



Tech Story: Nitromethane

This issue's tech story we will be looking at the yellow coloured fuel that is nitro methane. Commonly referred to as "Nitro" the race fuel is so powerful it is actually classified as an explosive, not a fuel.

The big advantage of nitromethane is that it actually carries its own oxygen to help it burn. Therefore you can use lots of it in each combustion cycle to create very large explosions that then create power.

Pound for pound, nitromethane is actually less energetic than regular petrol's, but you can burn a lot more nitromethane in a combustion cycle. The net result is more

power per stroke. . Typically, you need about 15



Some dead engine parts after a nitro explosion. Yes that is a cylinder head in half!!!

pounds of air to burn one pound of a petrol based fuel, whereas you only need 1.7 pounds of air to burn a pound of nitromethane. This means that you pump around

8 times more nitromethane into each cylinder than that

of a petrol based motor to get the same complete combustion. The final result is around 2.5 - 3 times more power can be generated

from using nitromethane compared to regular race fuels. So far its all sounding pretty good and quite an easy way to make huge amounts of power. Unfortunately its not that easy. Nitromethane is such a fickle

fuel to tune, it only burns when under load. If its not loaded, the amount of fuel that is being poured into the engine actually makes it hydraulic and blow engine parts sky high. Normally you can run a "rich" tune with petrol engines to keep the tune safe, however if you spray excess nitro into a cylinder it actually creates more compression loading the fuel up more, making it burn more (as its under more load).

It's fuel that few are game to experiment with, but if you do and you treat it with respect - the rewards are plentiful.

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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 800 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.



A great shot of Sam's previous bike, a C/CB that has been within the Family for 16 years. Phil built it back in 1990 and took it to an Australian Nationals title and also an Australian number 1 plate in Modified bike. Here Sam is riding it to a 8.35 second pass at 155mph. Thanks to Grant Stephens for the shot.

What's Next?

Coming up in the next issue of Parker Racing Race Update will be a report of the progress of 'Gracie' (the team's nitro bike) as it is being prepared for its first competitive outing with the team. We'll preview the next meeting for the team which is a Pro Stock Bike championship round at Willowbank Raceway on the 5th and 6th of January.

We have a few of our team DVD's remaining that have coverage of the pre season testing and the first two rounds of the season of both bikes.. If you would be interested in one of these, please contact Sam on 0438414011 or sparker@deakin.edu.au for your copy. They are being sold for a tiny \$5 each, so why not pick up a cheap Christmas present

for yourself! If you would like your business to be part of the Parker Racing Team, it is not too late, we can arrange team partner sponsorship deals to promote your business to that large demographic known as 'race fans'. 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



That's all for this issue, stay tuned for next issue .