2006 Speedweek Commentary

August 18, 2006

Well let me tell you something about little motors. The Arrow/Williams motorcycle streamliner who qualified on one of the oldest records in the book qualified at 211.9 on the 211.4 record. The Blown 500cc motorcycle streamliner in which had the tower in confusion when the last mile showed 270 mph, cause they blew a tire in the last mile, went 228 mph in the middle mile. Now they were fastest in the last mile yesterday so we have to throw that out because they blew a tire in last mile and put the liner on its side and had a fire. Yesterday they went 201 in the middle mile and were 228 today, which still give them 214 mph record on the 1956 NSU record. Way to go Arrow team, knocking off one of the oldest records in the book. The SoAl Hot Rod Camaro with David Freiberger driving showed us a spectacular spin show right in front of the tower after they blew a tire before the 2-mile. And you could visually see it blow from trackside. The Sundowner backed up their 245 in B/BGT with another 245 mile speed on a 238 mph record. The Ferguson Boys streamliner in XXO/GS went down at 295 mph qualifier and was able to back it up today with a 300.510 mph return. Great run. Salty Dog Racing in A/GMR qualified at 263.66 mph on a 248 mph record backed it up with a 259 mph last mile time. Haas Racing in B/BGS put two speeds together with a 308 mph and 309 mph runs on a 262 mph record. This should put the driver into the 300 Chapter of the 200 Club. They did loose a parachute on the run. No Nitro Hammond B/BGMR went down 258 mph in middle mile and today in middle mile went 253 mph for about a 255 record. However they did do 260 mph in the last mile. JCB Diesel Streamliner put on a good show for us today they went 325 in the last mile and had an exit speed of 334 mph. They did loose a parachute again and ended up at 9 1/2 mile marker before coming to a stop. So now this is the fastest diesel streamliner and would be about a 317-317 mph record. The F/BFCC Blowfish Barracuda went 255 twice on a 230 record. Very nice car...

5:16 PM
The Ace Allen driver, Scott Grisswald is ok in hospital. Shaken up no doubt but OK. Great news. Wind has been a problem most of the day so far. Tricia Kisner was able to qualify the Grumpy Old Men lakester on her own record of 317 mph with a 318 mph run. There has been talk of raffling the car off soon. JCB diesel streamliner was able to put a great run together today with a 308.252 mph speed. They did loose the parachute on that run; Andy was able to get it stopped just fine without it. Ack Attack motorcycle streamliner was able to put together another 300 mph pass with a 318 mph run on their 328 mph record. The Arrow motorcycle streamliner qualified on one of the oldest records in the books. The 1956 record is by William Hertz NSU 500cc Streamliner/BF of 211.400 mph. Arrow liner just went a couple tenths over that record with a 211.933 mph. Dave Freiberger was able to re-qualify the SoAl Hot Rod Camaro with a 259.942 mph run in the AA/CFALT class.

August 17, 2006

I don’t have any data on the return runs. Other then the So Al Special went 245 and 246 and Freiberger was not running the car.

On qualifiers Danny Boy Streamliner was on a fast pass when a pickup pulled onto the course while on the run and he aborted. Someone not having a radio or a spectator not being where they were supposed to be. Haas Racing with their B/BGS qualified their streamliner on a 263 record with a 309 mph run. Ack Attack got the go on their first full powered pass with the motorcycle streamliner at 309 mph run for a 3000cc S/BG. They are getting back in line for another try. That was new rider Rocky Robinson's first full powered pass in the liner. Jason McVicar on a Falkner/Livingston bike in the MPS-BF 650CC turbo has become the first bike over 200 on a 600cc bike going 201 mph. Rick Yacoucci going into a different class with the NebII car in G/BGS on a 290 record went 347 mph in the last mile for another huge qualifier. The Ace Allen car that yesterday had a bad spin at the 5 mile went for another attempt today and had a wreck after a 232 mph first mile time. George Fields in the Trackmaster Comp Coupe lost a blower belt around the 4-mile and his fastest mile was 286 mph in E/FCC. The Hammond Roadster keeps going faster as the meet progresses went 258 mph on their own 219 mph record in D/BGMR. The Jon Amo 650cc project bike coasted thru the mile at 187 mph after a blown engine 3/4 way thru the mile. Course is on hold for the time being due to wreck.

4:51 PM

Still waiting on wind.

2:29 PM

We have been on hold for some time now for wind. And not showing any signs of coming down at the moment.
Ace Allen Racing had a bad spin after the 5 mile after a very fast 261 mph run with Scott Griswald driving in the Fuel Comp Coupe class. The Goodfellow Crushers also out with a Diesel streamliner in the B class went 232 mph on a 236 mph record by Thermo King. I just found out that Joe Amo will be unable to make a backup pass on his 246 speed in the 1000cc APS/BF bike. He had a great chance to be the fastest BNI record in the book for a sit on bike. A military commitment, being on a plane in the morning prevented him from staying to make the backup pass. The BNI went out of their way to accommodate him in the situation, but the wind has been up and he has to travel back to South Dakota. Rosenbaum F-40 Ferrari in the F/BGT class ran a 217 mph on a 224 record. Earl Wooden has been running in the 350 mph range just hasn't gotten the few extra mph on his own record of 364 mph. Keith Turk with the So-Al Hot Rod Camaro moved classes into the AA/CGALT and went 246 mph, that should be a qualifier. McKeekin Bros 1994 240SX car with a 4000cc Aurora V-8 was able to re-qualify on the 222 mph record they already set with a speed of 234 mph.

Just waiting on wind now.

August 16, 2006 10:00 am

The Kelly Prentice B/FMR upped the record from 242 with a qualifier of 250 and returned at 256 mph. Reg Racing with Roger Griffith had a vehicle crash with his 1971 Camaro after going thru the clocks at 235 mph in the second mile. Driver is ok. It held up the course for some time until return runs could continue. Contrivance Engineering '23 Roadster by a 302 Chevy in the D/GMR qualified with a 242 mph run on a 233 mph record returned at 240 mph. Salt Dog Racing B/GMR '27 Roadster with a 438" Chevy went down at 265.9 mph yesterday and returned at 264.8 mph today on a 255 mph record. Kent Riches with his F/BGS went down at 264 mph on a 262 mph record. This runs two ZX11 engines in the liner. He returned today at 294 mph and had a 299-exit speed. This gets Kent into the 200 mph club. The Chassis Engineering C/DS went down yesterday 308 mph and returned little slower today at 303 mph and was able to become the first 300 mph record for a diesel car. Way to go. (The other diesel streamliner JCB, their pits are now moved from the salt probably back at the Wendover airport where main camp is). Ron Mains Poteet Main Eco-Fire yesterday had a 317 mph run on a 307 mph record came back this morning with more speed going 334 mph. This will set a nice record for them. Fjastad/Kinne upped their new record and qualified on it again at 246 mph yesterday and returned at 247 mph today and upped the record. Ed Stook.

Qualifiers today have been as follows. Joe Amo was able to get a good speed going down the course today going 246 mph in the middle mile. This is just on a 1000cc APS/BF bike. Scott Beairsto qualified his APS/G Hayabusa all motor at 211 mph.

4:00 PM
The JCB better get some time in, they coasted thru the miles in the mid 110’s. May have some computer problems. The Chassis Engineering Diesel car just shouted out a 308 mile speed in the C/DS class.

2:15 PM

Now we have a battle going Nish Motorsports wanting that top time too. Went thru at 371 mph. They now have made multiple passes in the mid 370 range.

1:25 PM

Winds have plagued the salt today shutting down the course early. The big new of the day so far is Burkland’s liner made a pass at 398 mph with a 410 mph exit speed. And the Burkland’s have their parachute system and stopping system working so well they had it stopped by the 7 mile. That’s just two miles from the end of the timed mile. And at that speed that’s about 2 football fields a second.

August 15, 2006 - 8:56 AM

Moore Boys still at it today setting another record went 251 mph return on a 255 mph qualifier. They were on a 244 record. The SoCal Hass Roadster in G/BFMR has a successful run on an open record. Went 204 down and 187 back but had a spin at the far end and took out a timing light. Had to shut course down for about 15 minutes to get that replaced. The Joint Venture Diesel driven by Art Dick went down at 227 and returned at 229 mph. Brauer and Sons '29 Roadster with his 438" motor was running on a 238 mph record and two runs of 255 mph and 249 mph. The Jesel Valvetrain C/MP '06 Dodge Ram Pickup with a 370" Dodge motor was running on an updated 203 mph record was able to pick it up with two runs of 223 mph and 224 mph. Robbie Cohn in their 79 Chevy Monza qualified with a 201 mph and returned at 202 mph on the 190 record. Great job Robbie. Robert Steele running his 02 Suzuki 1000cc bike in MPS-G was running on a 191 Guthrie record and qualified at 197 mph missed the record. Winds have been a problem in the morning here, been about 8-15 mph and even higher gusts. Bikes don't like that. Cars can tolerate some. The So-Al 1980 Camaro with Dave Freiburger running on a lazy 106.650 mph record. He qualified at 244 mph and ran just an excellent run having a last mile speed of 260 mph. This puts the record in the 253 mph range. What a great speed for the Hot Rod Editor. Joe Amo running APS/BF 1000cc ran down at 214 mph and returned this morning at 199 mph getting the record in the 207 range. Tough when wind starts blowing as hard as it is.

1:16 PM

First the SOCAL GM HHR pickup had a tumble at the 5 mile, it was going approx 240 mph. Driver is OK and was out of the vehicle on his own. Lee Guftason got another qualifier with the Hammond Roadster D/BGMR at 246 mph. These guys are doing great
this year, no spins. John Minnono burning a piston first day, then had handling problems from there out, pulled off the lower fairing and gave it a go and went 209 without problems. The Hot Rod Camaro AA/CGALT went 244 mph and that should be in impound. Joe Law still working the streamliner route in A/BGS went 356 mph and had a 361 mph exit. JCB Diesel streamliner with Andy Green at helm did his A license at 220 mph. They are creeping up the speeds. Next pass will be a good one I’m sure. And remember this team is staying after speedweek for 1 week for a FIA official attempt.

August 14, 2006 7:30 am

Salt Talks was a hit last night. This is the annual gathering for us Internet junkies to put names and emails with faces. I have been too busy to run the event so Jon and Nancy Wennerberg has ran it for me and did excellent job with a great turnout. Don’t know how many people were fed, but the food line didn’t stop until the end of the event. The people who show up just raved about everything. First timer Andy Green even stopped by for a few hours. Jon and Nancy had a 50/50 drawing to benefit Landracing.com. There were other prizes also given. End result was $500 to one lucky winner and the other half went to Landracing.com. And all expenses were paid to put on the event. Thanks again everyone.

I apologize for the lack of info and pictures the last few days. I will pull my head out today and get some more info to all you unlucky people who couldn't be here. Alot of bikes were having problems with handling. And the normal cars that don’t have problems with handling were having some issues also. Nish Motorsports blew a canopy off. Not sure they're status for today or the rest of event. Will check. The JCB crew had a problem with an engine but still have one left in the car that Andy felt would get them a pretty good speed. Remember they are staying a week after speedweek for FIA official runs.

Susan Robertson has become the first lady to set a 200 mph record on a sit on bike at Bonneville. In the APS-F class she has run 202 down and returned at 209 mph for about a 205 mph record in the APS-F 1650cc class, running a nitrous powered Hayabusa Great job. There can only be one first. Ferguson Racing with Joe Fontana driving qualified yesterday with a 261 mph run on a 238 record returned at 250 mph in the XXO/GS class. They added a little show and tell with a spin at the end of the run but everything is ok. Gutfason Racing had a great show with their D/FMR running two speeds of 186 mph and 189 mph on a 170 record. Lee Sicilio with his Daytona Charger running on a Dell/Fox/Christopherson record of 242 mph set in 2002 in A/CFALT made two passes of 248 and 247 mph. Rick Yacoucci in G/BFS class ran just an outstanding 344 mph mile speed on the EcoFire 309 record. Returned at 352 mph and had an exit speed of 358 mph. Just a nice run in the NebII car. I think this is one of the most impressive speeds this meet so far. Great job RICK. That gives him a record of about 348 mph. Only put 39 mph on the record. The Moore Boys A/FMS were able to run a little faster then yesterday for a good record putting a 253 and a 258 mph runs. The EcoFire with George Poteet driving in F/BGS had a run yesterday of 249 mph run on a 246 record and today they got it running it clean and went 288 mph return. Looks as if they got it running clean. Should be about a 268 record. Skip Hedrick running C/GS went 326 mph on a Nish 322 mph
record, returned at 319 mph. It will be just over the record of 322 and 323 and change...
The Fjastad/Kinne C/GMR ran 238 mph yesterday just over the 237 record. Returned this
morning came up little short dropping some cylinders thru the run are 227 and missed the
record. Our friends from New Zealand running C/GR running a 227 qualifier on a Wilson
Waters record ran a 231 return. The Wilson/Waters records this year seem like they are
under the full attack. This one going down from the Down Under crew. Good job.
Chassis Engineering C/DS dropping some black smoke from the line qualified yesterday
with a 243 mph run on a 226 record. Their qualifier was in the middle mile but was
blowing black smoke and shooting ducks down the course missed their speeds they
needed.

1:25 PM

This year proved to be a great idea of having two ambulances. A pit emergency had the
pit ambulance tied up but they were still able to run the meet, as the primary ambulance
did not have to leave the course.

One motorcycle went down on the short course #926. Joe Montana running a XO/S
qualified on a 239 record and went 261 mph. The best news today for speed was Rick
Yacoucci in G/BFS class running on the Eco Fire record of 309 went 344 mph with a
351-exit speed in the NedbII car. Jon Morrison running a Mustang Cobra in C/BPRO
class went 203.4 on a 203 record. The JCB diesel streamliner made a pass and turned out
at the 2 1/4 at 145 mph. Yesterday he already did his 150 mph license. The Pat
Kinne/Fjastad entry in C/GMR qualified on the record with a 238 mph on a 237 record.
Wind has been an issue today still blowing. The long course lines have been fairly small
compared to the short course lines, which have been very long. Skip Hedrick was able to
qualify in C/GS on a Terry Nish 322 record with a fantastic 326 mph speed.

August 13 7:26 AM

Racers for morning return runs had great cool temps for runs but are fighting some 12-15
mph cross winds. Nancy Wennerberg riding her 250 Ninja turbo who went 105 yesterday
on a 96 mph record ran again 117 mph for the backup speed. Great job Nancy. Lee
Guftason riding the Hammond roadster went 225 yesterday backed up today at 236 mph
on the 219 record. Salty Dog racing backed up also his B/GMR with a 256 mph return
run. Dave Samo SCH Racing Heads also had another successful run with a last mile of
197 mph; he was running on a 161 record. The Ron Main Eco Fire car was unsuccessful
for their return run attempt-going 228 on the 246 record. Cohn Monza should have been a
good for a record with a 191 mph run on the return attempt. The EcoTec Cobalt car
running 220 mph yesterday on his own 212 mph record went thru the 2 mile at 216 and
should have a good record at about 218 in the G/BFALT. Joe Amo running on his 219
qualifier on a 205 record was unable to backup. Bob Chilson racing was good return at
205 mph on the 189 record. Race Deck Jorgen Muller was good on a 220 return on a 204 record in F production supercharged. McMeekin Bros E/FALT set a record on a 216 record went 219 yesterday and 216 this morning, which should be good for the record. Bob "Spike" Moreland went 204 qualifier and ran 202 mph today on the 179 record in unlimited APS/PG. That bike just looks like a handful. Ace Allen running 257 qualifier ran 262 mph for the last qualifier on a 251 record. The morning communications were terrible from the timing tower so I missed allot of returns. But this is some morning runs.

3:39 pm

Joe Law made his first successful pass as a streamliner. He converted the Grumpy Old Men lakester to a streamliner over past few years. He ran out back door at 300 mph in the A/BGS class and a 296-mile speed to qualify on the Nolan White record from 1979 of 284 mph. Great job Joe. Salty Dog Racing running B/GMR qualified on his own record with a 254 mph run. The Mike Cook C/BGS with Mike Jr. driving was a turn out. Flat out Racing had a 164 mph time in second mile before they had a flat out spin with James Davis at the wheel in the Studebaker. The Hot Rod Works Special C/STR, which you may have seen in the movie Worlds Fastest Indian, has a 177 mph run. Number #505 4 wheel drive Blown Fuel Roadster has a 268 mph run. This is the last year for 4 wheel drive roadsters that have been grand fathered in for several years.

August 12, 2006: 2:13 pm

Drivers meeting on schedule and racing started soon after. At 12:35 the first run of the Speedweek 2006 was Ron Mains F/BGS ran 258 run and was a qualifying run. And was followed by fast company. John Rains with his 6 cylinder Firebird went 261 for first pass he was looking for high 280's or 290's. Mike Nish made the first pass with the beautiful Nish Streamliner at 339 and ran thru the two and shut it off. They were on a 373 record. Earl Wooden with his AA/GS went 350.9 mph on his own 363 record. Joe Amo was able to qualify his APS/BG back at 219 mph. Lee Guftason was able to make a whole pass without spinning the Hammond Roadster at 225 mph on a 219 record. The Jimmy Shine turned inside with his 1929 Ford Roadster at 198 mph for a blown radiator hose. There have been quite a few turnouts already this morning for the first day of racing. D/GMR Kinne/Fjastad entry was a little shy of the record running 226 on their 237 mph record. Rick Yacoucci went 271 in the second mile and shut it down was looking to better the Ron Main record of 290 mph. Rick is running a 1520 Suzuki Hayabusa engine in the Neb II car.

The spectating is the largest I have ever seen in the 14 years I have been here. The pits are about a mile long and are filling up fast. Lots of new cars this year so this makes slow going for the short course lines.
August 11, 2006

Arrived early in the morning around the 5 AM time... Very strong winds, a haze lay across the horizon in the early morning hours. A light rain came by that evening on Thursday night. First glance at the salt was wet by the access road. As you drive further in toward the small growing village of salt racers the salt got smoother and harder. The pits are the longest pit area that I can ever remember. The front row was totally filled and the second and back rows were starting to fill up fast. I imagine by Saturday afternoon most of the pits will be filled. I realized at that time that there is NO way I can cover the 500+ entries. I am a one-man show, racing a bike and trying to do pictures and Internet posting. So don't be disappointed on the updates, just be happy I am getting something out there.

The big talk around the pits has been of the JCB diesel streamliner being piloted by Andy Green. Two very large semi's house the streamliner and pit area. There were reports that they did some test runs at the Wendover airport. Will have some results of those runs Saturday when I can get a talk with the crew.

The day was mostly hot and a little humid. It’s a day of heavy tech inspection and getting by and saying hi to old friends and meeting new ones, which were only known by a screen name or email address.

Morning is drivers meeting around 11 am. This year racers can start lining up Saturday morning at pre stage area. Then after drivers meeting racing will start soon after. It is my goal to get reports out three or four times thru the day.

Wednesday June 21 -- Salt Update

This is reported from the SCTA website. Plus I have had contact with others that have been on the salt recently and both claim great results for salt conditions this year.

"I JUST TALKED TO THE WORK PARTY AT BONNEVILLE JUNE 20 7am. THEY WILL START DRAGGING TODAY. THE RACE TRACK IS IN VERY GOOD SHAPE. THEY SAID THEY WOULD NOT NEED THE CUTTER WE HAD MIND. THEY WILL JUST NEED TO POLISH THE SURFACE. FOR THOSE OF YOU THAT DO NOT KNOW THIS IS A LOT OF HARD WORK. THEY NOT ONLY SPEND DAYS LOOKING FOR THE BEST PLACE FOR THE RACE TRACK BUT THEY ALSO HAVE TO LAY OUT THE PITs, 3 ADJACENT LONG COURSES AND 3 ADJACENT SHORT COURSES AND ALL THE RETURN ROADS. THIS STUFF DOESN'T JUST POP UP SO YOU MAY WANT TO THANK THE VOLUNTEERS THAT WORK ALL YEAR LONG TO MAKE SPEED WEEK ONE OF THE BEST PLACES TO RACE. WILL KEEP YOU POSTED, THANK YOU, MIKE COOK AND THE BNI BOARD " 
Landracing.com would like to extend their thanks and appreciation to all the workers out there so far. THANK YOU... WE APPRECIATE ALL YOU DO...