



Well here we go again. Bill Whisenant and I had been talking about heading out the Salt Flats for over a year now and with Team MS unable to make the Salt Flats during Speed Week as our hotel burned down, (lodging is so over-rated). We enlisted the help of Fred and Nick at his shop (Motorcycle Performance in Madison, WI). So we had to look to the future for our adventure and make plans for World Finals in October. In hindsight this was undoubtedly the best thing we could have done. The crowds are minimal and the weather; while a little less reliable is very comfortable.

Instead of waiting in lines of 500 entries we had around 150 entries; it makes for a much quicker line! I like this way and I am not sure I would ever come back in August. Wednesday morning arrived and it is time to run. Tech is over and the bikes are ready- I hope I am! I woke at 2:30am thinking about what needs to be done yet to make the day go as smoothly as it can.

When going through tech yesterday the official told me that there were two other bikes there running in my class and that there a couple of items that could be protested on my bike if I happen to set a record. After you spend a year getting ready, while I appreciate the heads up; it is a little unnerving to hear this warning. I soon would be justified in this uneasy feeling.



Bill, ready to go!

Bill, Bob, Chris and I arrived at the salt early in the morning to make sure we had all last minute details wrapped up. My only previous experience was last year at Speed Week in August. Long lines and hot days, by contrast we were greeted by short lines nice weather

and friendly people. I was most likely a nuisance to everyone traveling with us as I just kept repeating how much better it was and not really seeing the need to ever come back in August again!



It really does look like this in the early morning hours, simply beautiful.



Awe, make the sun stop.

We were fortunate enough to have two guys traveling with Bill and I and we really are thankful for all their help and support. My bike was impounded after my first run which was fast enough for a record. Now I would just need to repeat the run the next day to make it stick-or not. After an hour in impound it was decided that the barrels on my Triumph were not in the spirit of production. The barrels on my bike were but on over the winter while new sleeves were pressed in to make absolutely clear we had the dimension spot on so as not to have any controversy. The best laid plans...

After last year I have learned that it is best to not argue with TECH and take what they are handing out and go away. I also have learned not to ever try in the production class again. It really is not a class that the SCTA wants anybody to use and as such it is a great way to ensure no matter how hard you work or ride it will not matter. So take my advice

and if you have any interest in going to the Salt Flats do not look at the Production class as a way to enjoy the experience.

I ran the second day for my own satisfaction and yes I did average a time that would have been a new record for what that was worth.



I see one last spot.

Bill, on the other had had his hands full with his Ducati. It was the maiden run for this bike as Bill had built the entire thing. It took a full day and a half to sort out details with fuel but oh when we did it sure was nice to see this bike run. It was so fast that every time Bill fired it up, we drew more attention then a girl named Monica at a Clinton rally.



Where else can you find a small Honda with a Turbo.

Part of the process is that there are steps involved in obtaining your license on the salt. Bill needed to gauge his speed and not go faster than the next step needed. He was not able to complete it because bad weather came in and ended the week on us. The positive thing is that Bill only needs two more levels and we can see what that Ducati can really do.



Sure is white out here!



Chris, Myself, Bill and Bob, two days without sleep, little food but were still smiling! See you next year.

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