October 8, 2014 Meeting

The October 8, 2014 Waterloo Technical Society (WTS) meeting was called to order by Assistant Vice-President James Stevenson at 7:15 pm.

A total of 38 were in attendance. Treasurer Ken Friend reported a previous balance of $751.43. Receipts included $0.00 interest and $250 in membership dues. Expenses were $15 for the September guest speaker's meal. The ending balance was $986.43.

No old business was discussed.

New Business. The audit committee submitted its annual report. The conclusion of the report was In short, WTS passed the audit. The financial records were accurate, consistent with the Veridian Credit Union statements, and up to date. Ken Friend was commended for his continued efforts on WTS's behalf.

Our guest speaker was Mr. Ralph Longus who presented information on his Speed A SALT team's effort to set a new speed record at the Bonneville Salt Flat with a 500 cc Turbocharged Single Cylinder Motorcycle in both the "Gas" and "Fuel" classes.

History. Mr. Longus has been involved with I.F.M. racing: Track Days since 2000. He has use of a sponsored truck with professional helpers to race his 2001 Beuhl motorcycle. In 2006 he became licensed for racing by attending a one-day class sponsored by the Midwest Region. This region stretches from Elkart Lake, WI to Topeka, KS and over to St. Louis, MO. His first race was at age 49 (approximately 17 years ago). In 2010 he placed Second in two classes in two regions. As a beginner his numerals were on a yellow background. The red background indicates longevity and skill as a racer. Speed week is the first week of school, so Ralph had to wait until he retired from the Waterloo Schools, West High, after 33 years of teaching to attempt the speed record.

Bonneville. The Bonneville Salt Flats are in Utah. The salt is now thin and efforts are being made to bring back some of the earlier track surfacing. Teams race against the clock, not each other. Innovations in racing are introduced at this track. Classes are established for whatever racers dream of introducing. These leads to a variety of cars, trucks, restored old cars (e.g. Nash Metro), modified engines, modified bodies, motorcycles. There is even a vintage motorcycle (earlier than 1953) class.

Racers often do their own modifying. Streamliners are really fast, 500 mph or faster. The racer who qualifies wears either a red, 200 mph racer, or blue cap, 500 mph racer. Lakester models have open wheels but are fast like streamliners. You can Google "Racing Ralph" and see a video of Ralph on YouTube.

There are 550 teams from 40 states and 10 foreign countries participating at Bonneville. Seven teams were from Iowa. In 2014, the event was rained out.

Present Project. Ralph's team had to choose a class for racing. The 350 cc engine class was too small, they felt. The 500 cc engine class was large enough but not too fast for his riding skill. The Team challenge races are two-

hour races, riders switched during the race and pit stops are permitted. Ralph selected the Buehl motorcycle because he had one which he had blown the engine and modified it to be a single cylinder motorcycle.

Speed week was August 9-15, 2014 and all times are validated by the Southern California Timing Association (SCTA). Riders are licensed in six categories in this engine class:

E	current drivers license is sufficient	B	175-199
D	125-149	A	200-249
C	150-174	AA	250-299

The teams have a chase vehicle with citizen's band radios for communication, a fire extinguisher and a first aid kit. A wheeled drag conditions the track between racers.

Ralph's team is sponsored by AMS Oil, Cryol Corporation and member donations. KWWL also interviewed Ralph for his team's participation which helps with donations.

Equipment: All equipment is from commercial production. Legal leathers (no perforated leather) and helmets are worn by racers. These are very hot. The screws on the vehicles are all tightened and wired to retain during the race. Metal covers over the chains, no plastic Speed tires instead of street are permitted. Tire pressure is set to 80 psi for racing.

2015 Plan. The record Ralph and Speed A SALT team are entering in August 2015 is described as follows:

- 2003 Buehl 500cc MPS-PBG/500cc MPS-PBF
- 500 cc XB9R Firebolt
- M – modified production vehicle
- PS – partial streamlining (any fairings are streamlining)
- P – push rod
- B – blown/supercharged or turbo-charged
- G – gasoline which must purchased on site
- F – fuel/E85

Chain drive, not belt. No front brake, 9000 rpm, 494 cc/30.5 cu.in., 3.5" bore x 3.125" stroke, single cylinder, ½ Buehl.

Course is a 3 mile run. Time is recorded at each mile, record is based on the last ¼ mile time. Two passes are made for the record. After the race the bike goes into impound. The next morning the record holders are the first racers of the day.

Current records. The current gas record was set in August 2008 with a speed of 126.026 mph recorded at Bonneville and 134.448 recorded by AMA. The current fuel record was set in August 2003 with a speed of 132.393 at Bonneville and 129.749 mph by AMA. Both vehicles were Honda motorcycles. Ralph and Speed A SALT expect to ride 145 and 149 in the gas and fuel classes respectively.

Closing. Many attendees were interested in Ralph's efforts and had questions that continued until 9:00 pm when the meeting adjourned.

Respectfully submitted,

James R. Stevenson