



## King reigns at the Main

*7<sup>th</sup> June 2005, London England; -*

Despite King Racing's triumph at the season opening ACU / UK Dragbike Championship meeting at Easter, the second event on their tour was clearly to be a much more onerous affair. Santa Pod Raceway in England was the stage for the 'Main Event' - potentially the best dragracing to be seen in Europe in recent years, with burgeoning fields of the best vehicles that the UEM / FIA European Championship classes could muster. And King's class was no exception, with no less than 13 bikes vying for the 8 bike elimination ladder in Top Fuel Bike.

The weather over the weekend was a real challenge to both rider and tuner alike, with the temperature varying between 30 degrees and 12 degrees Celsius and gusting winds and rain to contend with. The first qualifying round saw King veer precariously close to the centreline in the wind and entailed an early shut off 7.832 @ 115.05 mph. Despite this King was left on the right side of the ladder in fourth position. The second qualifying session was no improvement as tremendous tyre shake just off the line saw both the hardworking supercharger and primary drive belts snap leaving King to coast across the finish line at 9.763 @ 82.87 mph. However, King still remained in fourth qualifying spot going into the last day of qualifying.

Sunday dawned brighter and with less wind, and the King Racing team decided to go for broke. The all new 8 Valve billet cylinder head was in its final stages of construction, and the standard 16 Valve Yamaha FJ1200 head that had been used for the last few years was destined for retirement. It had been nursed through many events, but had been a limiting factor in the amount of power that the team dare put into the combination. The decision was taken for more fuel volume and the commensurate clutch changes that the Automan designed management system would allow, and prayers were said for the life of the cast aluminium item originally designed to harness less than one tenth of the power produced by the Puma engine.....

The results were immediate. The next qualifying session saw King jump in to first position with a 6.451 secs @ 198.50 mph, bumping the current European Top Fuel Bike champion Roel Koedam of The Netherlands into the number two position. And more was to come as King had momentarily lost fire in two cylinders that would need some attention in the fuel system settings if he were to enjoy a full power run down the entire quarter mile. The final qualifying run saw King make the pass without the benefit of a burnout, but easily consolidate his number one qualifying position with a stunning run of 6.353 secs @ 205.47mph - the fastest Top Fuel Bike run in Europe in 2005 to that point.

Raceday saw King paired with fellow countryman Shaun Branch. Branch got away first, but the power of King's machine saw him blast past and onto a new best time of 6.336 secs @ 205.47 mph and a pairing with Neil Midgley and his awesome six second Suzuki in the semi finals. Again King prevailed, hauling past the lighter (and hence quicker leaving) Funnybike to a 6.396 secs @ 200.78 mph.

King was now in the final in a repeat of the pairing at the UK Championship final at Easter against veteran Steve Woollatt. This time King left nothing to chance, leaving the Watford based rider on the start lights and accelerating away down the famous Bedfordshire tarmac to yet another consistent 6.383 secs @ 206.19mph run and the event crown.

A breathless King said:-

*"What a weekend! 4 passes on the trot in the 6.3 second zone is amazingly consistent, and the great thing is that there's more to come as each and every pass had a small time delaying problem that should be alleviated when we put the new cylinder head on. The performance is testimony to my ever hard working crew of Michael Beaumont, Chris Powell, Debbie King, Martin Brookman, Nick Pepper and Mark Fossey, and the world class engineering of the team engineers - Mark Hawkins and Martin Brookman."*

Ian continued:-

*"Special thanks must go to our amazing fans who as ever make all of our hard work worthwhile, and the dedicated track crew, safety marshals and staff of Santa Pod Raceway, the premier dragstrip in Europe. Finally, our partners in this race effort cannot be forgotten as they are the very people who enable us to participate in the sport we love – support them because they support our sport!"*

The next stop on King Racing's 2005 tour is the Nitro Nationals in Alastaro, Finland on the 1<sup>st</sup> – 3<sup>rd</sup> July.

***King Racing are proud to be supported in their 2005 campaign by:***

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Any companies or individuals who wish to be involved in the King Racing 2005 race effort can contact us at [admin@kingracing.com](mailto:admin@kingracing.com), by telephone on +44 (0) 7785 341099 or by fax on +44 (0) 1763 852707. Visit King Racing at [www.kingracing.com](http://www.kingracing.com)