



## King Racing triumph for Discovery Channel

10<sup>th</sup> April 2005, London England; -

Despite the intention for the King Racing Top Fuel Bike Team to sit out the 2005 ACU Dragbike championship to concentrate on the UEM European Championship, a request for the bike and rider to be featured in a forthcoming documentary on motorcycles on the Discovery Channel meant a rethink of the race schedule. As footage had to be 'in the can' by April 11<sup>th</sup> the decision was taken for the team to compete at the British Championship season opener, the Thunderball event at Santa Pod, England.

For the TV production company it was a leap of faith, the weather forecast was not good, the new 2 valve billet head was not ready for fitment in replacement for the ailing standard Yamaha FJ item, and the team were in the dark for clutch settings due to the incorporation of a new state of the art clutch flow control system from fuel and clutch management system guru Bob 'Automan' Ottow.

Due to financial and schedule constraints, the five crew members from the TV company were only able to film on the first day of qualifying, with a modest two qualifying shots to get the desired race footage. Unfortunately, a failed seal in the three way shutoff valve meant the team failed to make the first session, and then the ensuing rain did not bode well for hopes of making the cut. Rider Ian King, and the team of Mike Beaumont, Chris Powell and Martin Brookman spent much of the afternoon being interviewed for the program whilst patiently awaiting the track drying and making the last session of the day.

At last, the rain abated long enough for the hard working track personnel to get vehicles back down the quarter mile, and the team made their way to the line with the TV crew in tow. King was fitted with a helmet camera, a further onboard pencil cam fitted to the lower right of the bike, and a roaming cameraman positioned himself to the rear. Suddenly, the team were challenged by one of the track safety crew who was unhappy with the safety of King riding with dual backpacks containing the recording equipment. A quick discussion ensued, and the official reluctantly let the matter drop. The bike was fired up, and the TV crew frantically tried to connect up the cabling between bike and rider. After what seemed an eternity all was ready, and King pulled forward and performed a hard and long burnout.

But by now the light was fading into dusk, it was exceptionally cold, and the track had started to dampen. It didn't look good for the run. King pulled forward into prestage, and pulled down his visor. Disaster! The visor misted up due to the cold and damp conditions leaving King to make the decision to shut down or go for it. The pressure was on..... With King on a solo run, and knowing this was the last chance for the precious footage he opted to run. King took a handful of throttle and launched hard. Unbelievably, the bike hooked up and left well without smoking the tyre. The bike pulled the front wheel up as the clutch started to lock and King smoothly shifted into second, still with all four cylinders lit. A bit of movement at around the 1000 foot mark was easily corrected and King crossed the line. The finish boards flashed up 6.511 @ 200.73 mph, sending both the team and the TV crew into raptures, expressing their relief that the objective had been met.

Upon returning to the team area, the cameras were extracted from King, and rewound for viewing by the director. Success! The footage was even better than expected, and the director was ecstatic at being able to show the viewers what it is like to run from a standing start to over 200 mph in 6.5 seconds. Not only that, but the pass was to remain the fastest in qualifying by more than half a second over the rest of the field, cementing the team firmly in the #1 position.

Race day dawned bright and sunny, and King continued apace with a 6 second passes to the final, whereupon he was due to meet 2004 Champion Steve Woollatt. However, engine damage sustained in his semi final win over Steve Carey meant that Woollatt was a no show. King could have taken a green under power for the easiest win of his career, but the crowd were treated to King's best run of the weekend, a 6.482 @ 209.29 mph whilst carrying the wheel through the eighth mile markers.

King said:-

*"I'd like to thank my crew of Michael Beaumont, Chris Powell, Debbie King, Martin Brookman and Nick Pepper for providing first class race support, and a very special thanks must go to the team engineers - Mark Hawkins and Martin Brookman who have gone beyond the call of duty in repairing, fabricating and toiling away in what should be their free time to ensure we made the such a great string of six second passes each every time. Special thanks must go to Kath Carter who once again has stepped up to the plate to show that her support for UK dragracing is absolute. I'd like to thank the people from ONFIRE clothing for giving us the chance to show what we do, and I must once again thank our many supporters and sponsors without whom we would not be at the track. Year in, year out they continue to support us. Thanks all!"*

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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)