

Once Upon A Time...

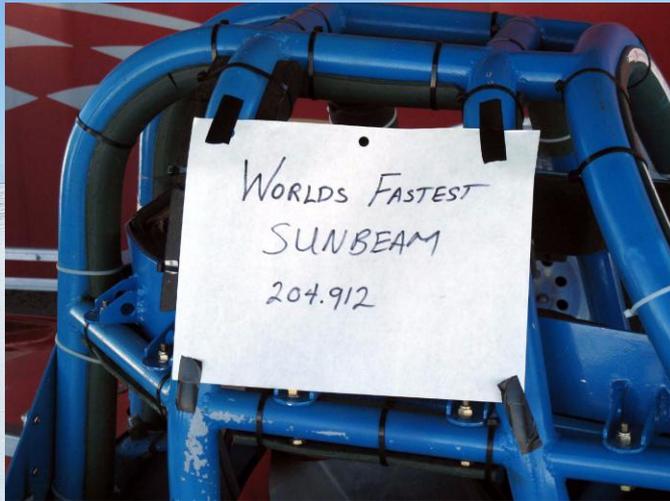
Or how #1542 became the World's
Fastest Sunbeam Time Trials Car



TWFS - What It Did

On September 16, 2010, it achieved a flying mile average speed of 204.913 mph

It also accomplished an exit speed of 210.779 mph



Impromptu

Official

MONTY WINDMISTY
CHIEF STARTER
CL # 150

UTAH SALT FLATS RACING ASSOCIATION
24th WORLD OF SPEED 2010

Car # 1542
Driver MAYFIELD, LAWRENCE
Class C/BFMS
Record 213.176
Wind: 1.0 mph from the ESE
Temp: 79.9F Humid: 15%
SF: 26.227 in DA: 5812 ft

Direction Return Down
Daily Run # 113
Started: 09-16-10 14:39:41

Segment	Time	Speed
QUARTER	5.41551	166.18925 MPH
FIRST MILE	20.29164	177.41295 MPH
MIDDLE MIL	18.18064	198.01283 MPH
LAST MILE	17.56843	204.91297 MPH
TERMINAL S	0.42699	210.77937 MPH

One happy old geezer....



..the day before..

Dawned bright and clear.

I wanted to make a shake down run

because I had changed a number of things on the car:

- added a steering ratio slow down doohickey
- added a 13 gallon inter-cooler tank, pump and plumbing
- fabricated a new 4.5 gallon fuel tank
- installed the fuel tank in the trunk
- rerouted the fuel plumbing
- relocated the fuel pump
- reinstalled a full circle steering wheel**
- lowered the rear spoiler down to 30 degrees**

..the day before..

continued

Finally ready for the check ride. I get in the car and Dale pushes me the two or so miles to the staging line. Now we wait. Chat with folk who come by and take pictures. 1542 Maybe one of the most photographed cars on the salt. Getting close to the front of the line.. Time to:

- set up the netbook data logger and start it.
- get rest of my gear on
- get in the car
- get strapped in
- breath deeply
- start the car when directed
- put in gear and leave line when told to

Next page please....

Getting close...Dale Pulju, Chuck Colley, wife in truck



Two cars from start line

..the day before..

continued

There I am, strapped in by the strength of Samson, both hands stuck under that full circle steering wheel, brake foot tucked up behind the pedal and gas foot stuck behind the gas pedal, motor running. **PANIC!!!** I managed to pull the gear shift into gear and there I went, idling off the line... I finally managed to get my right hand free, then the left, then brake foot and right gas foot, but it took a long way down course to do it. Talk about embarrassing... I went on anyway, At 150 I threw the laundry out and slowed and pulled off course....

Crew showed up and I picked up the chute and driver's gear and put it in the truck...they were kinda snickering and laughing.. My face was red.....

Next page please....

..the day before..



..the day before..

continued

So, back at the pit area some things to do.

- review data log – huh? No data
- move that rear spoiler back to the preferred
- position – done
- remove and replace that full circle steering wheel
- with the go kart butterfly steering wheel – done
- inspect the car - done

Ok, so sit back and discuss what happened with the crew. We did everything right except for me having my body parts trapped. We avow to not let that happen again.

Headed back to the barn, supper and bed. Tiring day.

day before... back in the pits



next day...checkout run #2.....

Because no objectives planned on the first run had been met, I decided to do another checkout.

- repeat yesterday's prerun tasks
- push car to staging lanes
- move car forward one car at a time
- chat with SLC students bussed over to watch
- chat with many folk taking pictures of the car
- getting closer to front of line...start laptop and suit up
- get into car and strapped in. NO trapped body parts
- on the start line now. Starter leans in (kinda snickering) check my seat belts, helmet strap, visor. He leans out and checks the course status on radio. Points to me, I nod ready. He tells me to start it up. I do, check oil pressure. He points down range. Time to go. Into gear and I am off!

Check Run #2



Chatting with Aero guy



Starter checking things



Intently listening and breathing deeply



Off I go! With more zoom.....

next day...checkout run #2.....continued

I leave the line spiritedly, but not as hard as usual.

1st mile marker, about 160 according to my speedometer
hmm slower than anticipated, normally around 175.

2nd mile marker.. about 180 ish. Not giving it the gas..

but here comes the 5500 rpm limit I have been having

3rd mile marker..5600, 5700, 5800 and there goes 4th mile
marker. Keep giving it gas. 5900, 6000, 6100 and I quit
mashing the pedal. It will go more though. I have redline
set at 6500 rpm.

5th mile marker flashes by and I immediately pull the chute
release. VERY big sigh of relief!

Slowing down very nicely, speed down to under a 100,
turn off the course and stop on return road.

next day...checkout run #2.....continued

I had a hunch that speeds were pretty good. Getting out of the car is not much fun.

- Gloves off, helmet off, toss seat belts out of the way elbows out in front of roll cage. Pull using back of arms and stand up. Step over the front door. Feet on the ground!
- Jacket off, booties off, gather up chute and put in seat
- Safety car arrives. Old friend! Bottle of water. Hmmm, smoke smell. Open hood, Nothing on fire. Hands me the informal hand written times. Holy Smokes!

3rd timed mile 204.913 mph

5th mile exit speed 210.779 mph

If I wasn't so old and fat, I would have turned cartwheels!

- Crew finally arrives. Change into shorts, put sandals on.
- Push back to pit. Pick up official time slip. You know the rest of the story.

Next page please....

Check run #2



Crew arrives at 6 mile location



Big thumbs up from me!



Dale, me Cathy, Chuck is photog



Just nice photo of car back in pit area
2010, lol...

Post run

Car has cooled off and while waiting, we did one very important chore: took the timing slip to the starter and he signed it. This lets me apply for my “A” driving license Which will permit me to run as fast as 300 mph. I get that license from the SCTA after the meet.

Car is inspected, no problems noted.

Also, no freaking data again!!!! Gotta fix that. Start do list for changes for next event.

Disappointed everyone when I decided to make no more runs at this event. I did so because this motor is injured and I did not want it to grenade and leave people with the memory of a failed run.

Bonneville



Bonneville... arriving at the mecca of speed



Bonneville.. what we wanted



Bonneville.. what we got



The Venue from the air...



Typical Staging and Starting lines



Ancient Beach Lines







Car Stuff

Motor:

- 1989 5.0 block massaged by D.D.S.
- D.S.S. press fit pistons, low compression, about 9.2:1
- Stock OEM cast crank, ARP main studs
- Stock OEM Rods, but, ARP cap bolts
- Melling HV oil pump, blue printed
- DBL row timing chain on old block when I got it
- D.S.S. Main cap girdle and windage tray
- Highly modified Canton oil pan and pick up
- Stock timing chain cover
- Summit damper, old, came with the motor block
- Comp Cams solid roller lifters, custom pushrods
- Comp Cams Pro Comp rockers, 7/16 studs
- Comp Cams super secret turbo grind cam
- AFR 205 cc runner Out law Race Heads
- Solid copper head gaskets (blew Cometic out)
- Meziere water pump
- Turbonetics HP 72 turbo

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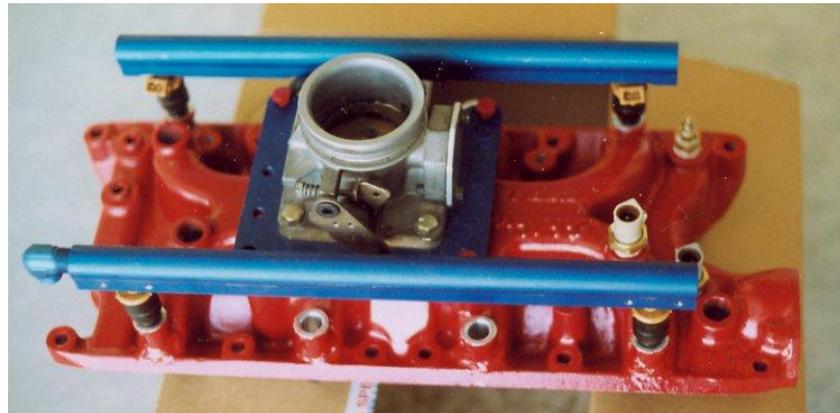
Motor (continued):

- Home done plumbing, ice water IC
- Home made headers
- Torker II intake home converted to EFI
- 95mm Holley Throttle body
- Large MAF, 3 inch diameter tubing
- 65 lb/hr fuel injectors
- OEM Dizzy
- MSD 6A spark box and coil
- Scirocco radiator in a box of water
- OEM PCM with Tweecer tuning chip
- OEM EFI harness shortened and modified

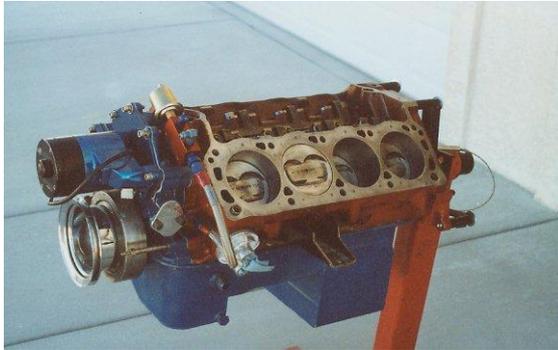




Intake Manifold
During and After



Motor & Engine Compartment





2006



2007



2007



2008 & 2009



2010

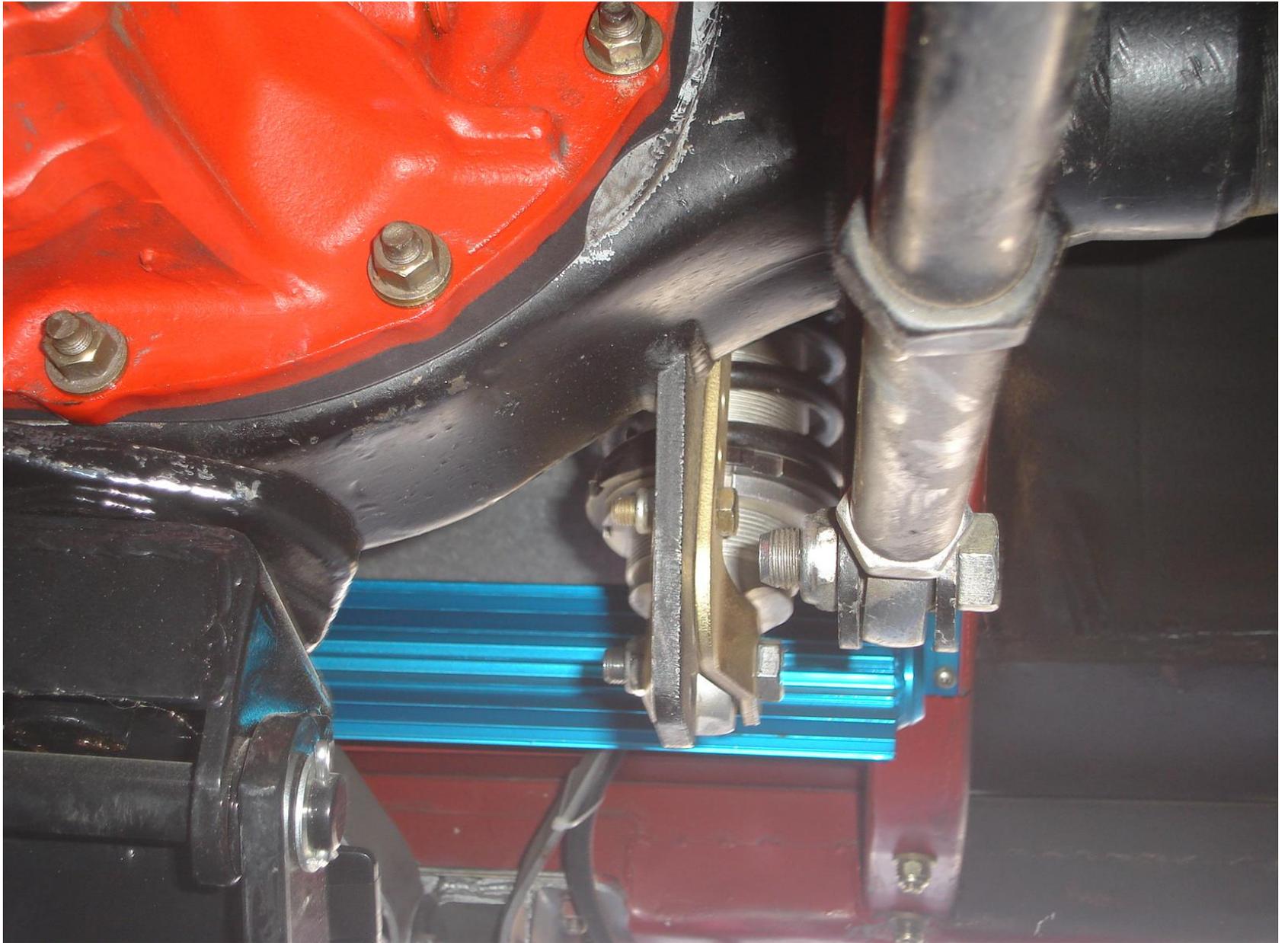


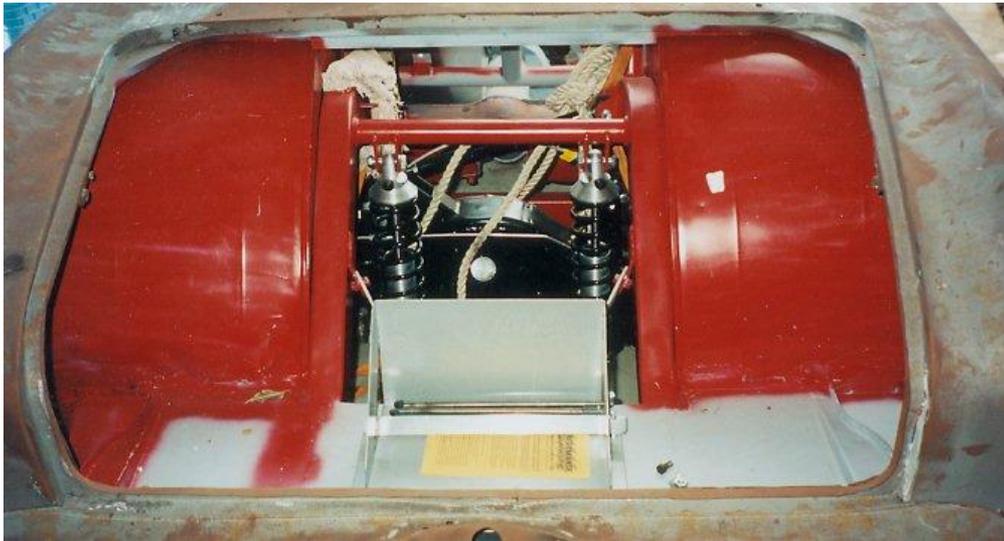
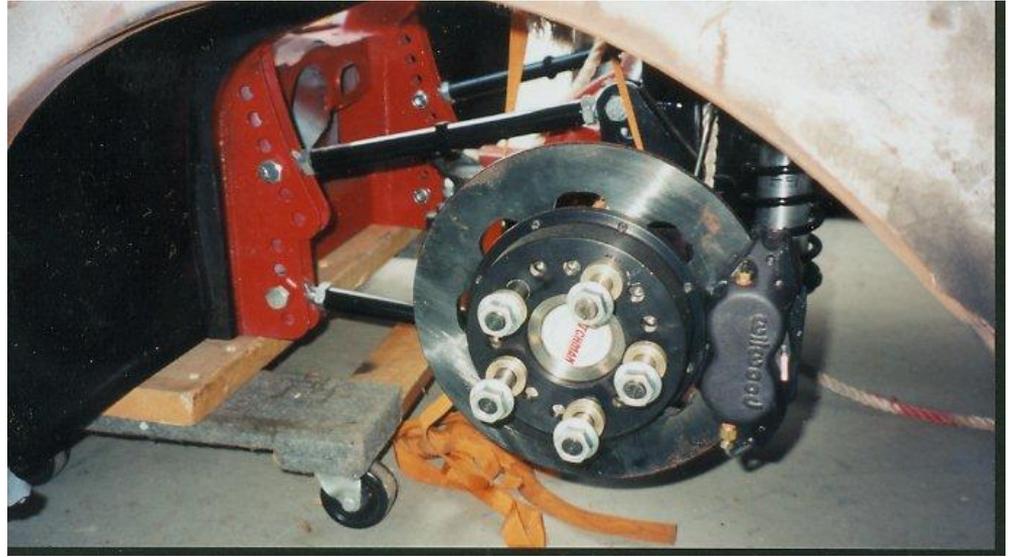
2010



Chassis and running gear:

- Self designed 2 x 3 tube frame
- Art Morrison McPherson Strut front suspension
- Wilwood 4 piston disk brakes all around
- Aldan Eagle coil over shocks in the rear
- 4 link rear suspension location system
- Diagonal rear end locator
- Local fab drive shaft
- Ford 9 inch with Strange spool, 33 spline axles
- Rear gears are 2.50:1 ratio
- Front tires are Goodyear Front Runner drag tires
- Rear tires are Goodyear Front Runner LSR tires
- Flaming River rack and pinion steering
- 1.5:1 steering ratio reducer
- Go kart butterfly steering wheel
- Self designed roll cage system





Transmission:

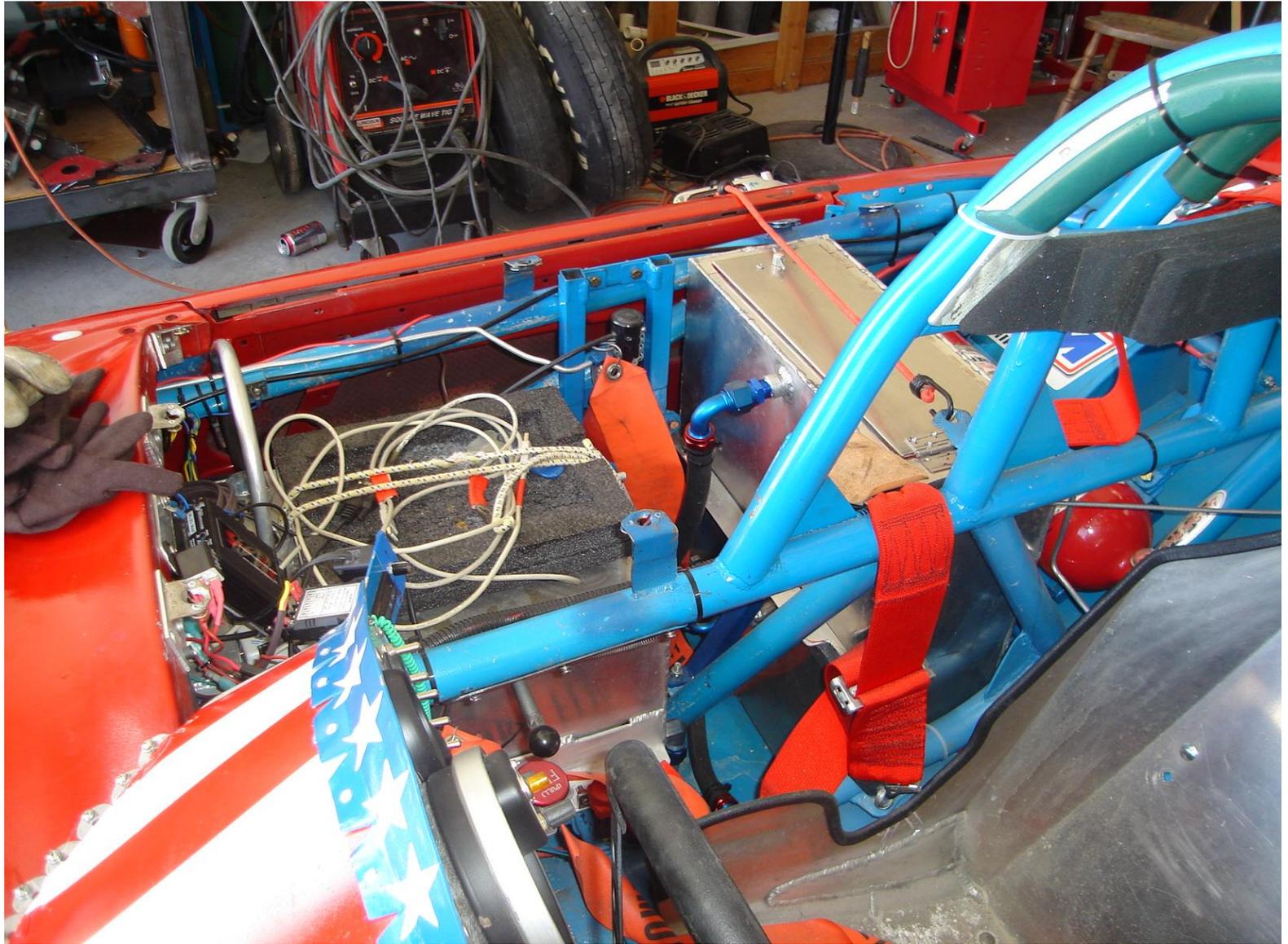
- Competition AOD from Performance Automatic (worlds fastest)
- B&M torque converter, full lock up
- B&M shifter, reverse pattern
- Large fluid cooler under the back of the car
- Mercon fluid

Fuel Delivery System:

- Aeromotive 1000 hp pump
- Aeromotive fuel pressure regulator
- Aeromotive 10 micron filter
- Aeromotive 100 micron filter
- -8 AN Stainless Steel fuel lines to and from the motor.
- Several million AN fittings, maybe more, lol...

2010





2010



Cockpit (100 pounds in a 2 pound box):

Motor cooling:

- Radiator in a box, Scirocco, 13 gallon box
- Meziere transfer pump to 10 gallon H₂O Tank in trunk, 23 gallons total
- -16 SS braid lines to motor.

Charge Air Cooling:

- Intercooler tank, also 13 gallons (I like prime numbers)
- Rule bait pump for ice water to intercooler up front of engine

Fire Safety:

- 5 lb Halon system for the motor compartment
- 10 Lb Firefox aqueous system for driver

Driver Safety:

- Aluminum Seat mounted to frame
- M&R Seatbelts



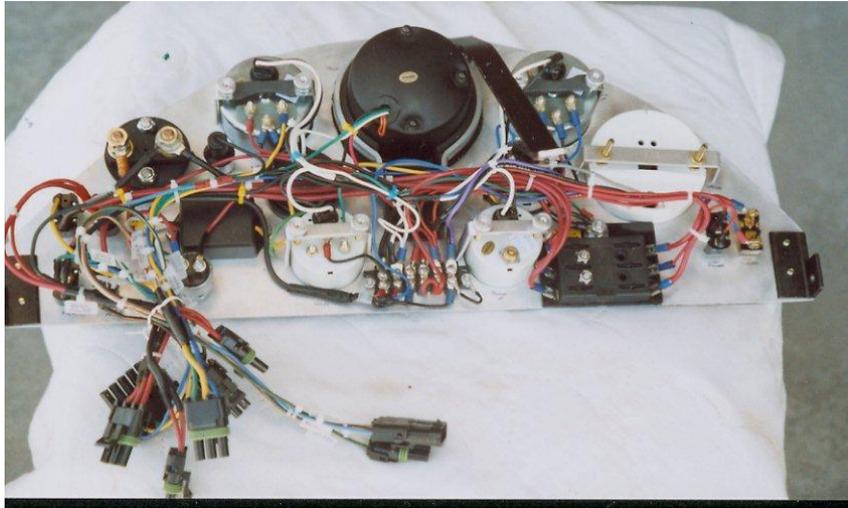
Cockpit continued

Instrument panel

- 300 mph speedo (very ambitious, lol)
- Monster Tach
- Innovate AFR display
- Oil Pressure
- Water Temp
- Volts
- Fuel Pressure
- Boost
- EGT add on panel

Switches for:

- A9P Brain Box
- Instrument panel & panel lights
- Fuel pump
- Eng water pump
- IC pump
- Transfer pump
- Big Master Disconnect



Instrument Panel
Front and rear



Trunk:

- 4.5 gallon DIY fuel cell
- 10 gallon supplemental engine cooling tank
- Big honking Group 27 lead acid battery (Optima failed me)
- Water Injection system (going to be removed)
- RV 150 AMP circuit breaker
- Radiator catch can
- Parachute attachment combined with push bar
- DIY spoiler (now the example in the rule book!)
- 3 Gore 10 ft diameter parachute with approx 40 ft tow/shroud lines



Trunk with Spoiler
And Parachute

