

Hi All,

Saturday morning in Thousand Oaks is June gloom and I am looking forward to some real honest to goodness sunshine and being able to shed my sweat shirt after what seems an eternity of bleak weather. I met son Dennis with JP (grandson) on the freeway and we're off to the high desert with toys in tow. A quick stop at the new El Mirage Visitors Center was in order since Dennis had not seen it before. We got a look at the lakester that was on display which was restored by Cook Motorsports. This is the one Steve Toller drove for the SCTA high points championship two years in a row. If you haven't seen our new visitors center it is a must.

Time to head to the west end of the lake bed and get our pit set up and unload the truck. The wind is blowing at a pretty good clip straight out of the west and since we run west to east this may be a good thing. We meet Steve at the pits and get the truck and driving gear inspected, get the registration over with and get our wrist bands. Since we are number fifteen to start we do most of the prep work on the truck on Saturday. After a few car inspections its time for the course walk. That's over and we're off to town for dinner and a good nights sleep. Push up to the starting line is right after the 7:15 drivers meeting. That's a 5 AM Sunday morning wake-up at the motel in Victorville. A stop at McDonalds for whatever it was led me to make the statement that humans must be diesel powered since they'll run on this stuff. A couple of Roloids later and the grumblng ceases.

There is a light wind as we arrive on the lake bed, still mostly from the west with enough south influence to keep the course relatively clear. This is good. Steve attends the drivers meeting while I finish the truck prep and warm up the engine. Last month #3 cylinder leaked down at 55% which was cured by a fresh valve job. With a good tail wind and a strong power plant we are optimistic for a record setting run even though the course is far from perfect. We get Steve suited up and he is in the truck waiting our turn to run. We're lined up next to the BMR fuel roadster and they are up to run. This thing is really wicked, ran 249 last Nov., and it sounds great. They push it off and it powers 100 yards and dies. Steve is up. He eases into the throttle to keep from blowing the tires away and down the course he goes. A fuel Chrysler is about the best sound under power there is but I got to tell you that little four banger Detroit sounded real good. It did its job and we bumped the record to 161.900.

We were one of 121 car and bike entries with 26 records set in different classes. Had some spins and a couple of motor cycle crashes with injuries. We wish for a speedy recovery for those riders. I appreciate all the long hours the SCTA volunteers donate to our sport to keep it going. It would not happen without you.

Thanks, Jim Dunn