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## Lake Erie Racing “Notes from the Track”

May 24, 2009

**2009 Lake Erie Racing Sponsors:** Advanced Sleeve, Barnett Clutches, Chromatic Inc., Electromotive Engine Controls, Gellner Engineering, Harris Mold & Die, HMF Engineering, Hollidaysburg Auto Parts, Kowalski Heat Treating, Little Kings Lounge, Metzeler Tires, Redding Appraisal, Shaker Products, Spectro Performance Oils, Streeter Technologies, Vanson Leathers

### AHDRA Stone Mountain Harley Davidson Southern Nationals April 25 – 26, 2009

After a soggy rain-out weekend in St. Louis, Lake Erie Racing headed back east to Commerce, GA looking for a win. Running the Number Two plate this season after a Runner-Up finish in 2008, Chris Streeter was looking to make a move on taking his third National Championship. Traditionally strong in the early-season, Streeter had won the Southern Nationals in 2008, and he made a good run at defending his title this time. We struggled in qualifying to get the bike handling right after switching to a new rear tire. By round three we had the bike going fairly straight, but discovered we were down on power with a hurt rear cylinder. After replacing the pistons and cylinders Saturday night, **Chris came back running straight and strong for eliminations. With a 6.87 and a 6.93, he made a strong showing but was edged out in the Semi-Finals by a consistent-running Randal Andras.**

### RACE SUMMARY

Rider	Round	Elapsed Time	MPH	Status	Notes
Chris Streeter	Qualifying 1	7.172	196.76	4 of 11	
	Qualifying 2	7.745	160.86	5 of 11	
	Qualifying 3	7.236	193.21	5 of 11	
	Eliminations 1	6.876	198.58	Won	Rick Moore
	Eliminations 2	6.936	201.46	Lost	To Randal Andras
	FINALS				

### MORE DETAILS

#### Qualifying Round 1

Coming off the trailer in Atlanta, it still felt like the first race of the year to the Lake Erie Racing team. We had not yet gotten the bike to go straight down the track after changing to a Mickey Thompson rear tire when our tried and true Good Year was discontinued over the winter. We had been tweaking the tire pressure and cocking the wheel for two rounds in St. Louis before the rain-out, but we were still far from getting it right. At the same time we were making changes to the clutch and fuel to adapt to fairly hot, low air-density conditions. In short, we were changing just about everything at once. When Chris hit the throttle in the left lane in Round One, we were disappointed to see the bike head toward the centerline again. **Chris fought it back toward the groove and got it to the finish line with a sluggish 7.172 at 196.76 MPH putting him in the Number Four qualifying spot.** Later, he reported that the bike was still not responding to his corrections. It looked like we still had more work to do on both the handling and the tune-up, so we headed back to the pits to get ready for Round Two.



*Pro Fuel National Champion – 2003, 2005*

## ***Qualifying Round 2***

Round Two looked like a replay of the St. Louis Round Two pass, where the bike had gone hard to the right, gotten into the loose material next to the centerline, and spun the tire, putting a hole out. This time, in the right lane, Chris had to fight to keep the bike off the wall. **Ultimately coming off the throttle, he brought it across the finish line with a 7.745 at 160.86 MPH. Randal Andras ran a 6.791 to move up to Number Two, and bumped Chris down to the Number Five spot.** The power still seemed to be down and we had obviously made a mistake in setting up the rear wheel, so we went back to the pits once more for another round of changes.

## ***Qualifying Round 3***

Having found our error in the Round Two wheel setup, we went back up to the line for Round Three more confident that we were on the right track. This time Chris was lined up in the left lane. When he hit the throttle the bike made a move to the right, but responded readily to his correction. He got it back in the groove by half-track and pulled to the finish line. **The pass looked faster than it was, with a 7.236 at 193.21 MPH maintaining the Number Five position,** and the big puff of smoke that came out of the tailpipe when Chris lifted off the throttle told the story. Something had really gone away in the motor. Later when we did a leak-down test in the pits, it was even clearer, as the rear cylinder had a 60% leak. The good news was that we had a handling bike and we knew why we were down on power. The bad news was that it was going to be a late night changing out the pistons and cylinders!

## ***Eliminations Round 1***

Back in the pits the team set about working on the motor and we reviewed where we were on the eliminations ladder. Qualified Number Five we were up against Rick Moore, the Number Four qualifier, in Round One of Eliminations. Moore had run a 7.067 in Round One of qualifying, and then had spun the tire in Rounds Two and Three. Knowing what we now knew about the motor, we felt that with the bike going straight we already had a strong tune-up. Aside from some minor adjustments, we stuck with what we had, adjusted the rear wheel again, and got ready to race. Under the leadership of Alan Zuzek, we got the motor together nicely and it sounded good when we lit it in the pits for a warm-up.

As Chris lit the staging lights at the starting line, the motor sounded crisp, and the new rear tire looked like was coming around. The track was in good shape, and we were looking for a nice pass. When Chris hit the throttle the bike moved just a touch to the right but he got it back in the groove right away. As importantly, the bike launched to a 1.154 sixty-foot time compared with the previous sixty-foot times around 1.20 plus. Moore launched strong too, and got out front with a 1.145 sixty-foot and a 2.976 three-thirty to Chris' 3.000. Something went away for Moore after the three-thirty, though, and Chris kept hauling down the track with a 4.459 eighth mile to Moore's 4.740. **By the time he crossed the finish line, Chris was still accelerating and took the win with a 6.876 at 198.58 MPH to Moore's 8.973 at 95.96 MPH.** After all the struggling, we were glad to be going on to the next round and felt like we were suddenly back in the race!

## ***Semi-Finals***

After running a 9.674 in Round One of Qualifying, our Semi-Finals opponent Randal Andras had laid down a string of very solid passes: 6.791, 6.880 and 6.862. We had little doubt that he would go out and run a consistent number in the Semi-Finals. We felt we could beat him if we could bring down our sixty-foot time by a few hundredths and then carry that edge all the way down the track. So, with a slightly more aggressive clutch, Chris rolled back up to the line again. The track temp in the mid-afternoon heat was up to 129 degrees, but when Chris hit the throttle the tire showed no sign of wanting to spin. Chris cut a nice .064 light against Andras' .098. Though his sixty-foot time was off our target at 1.168, Chris was out front against Andras' 1.193, and stayed there well past half track. Andras started closing the gap on the second half of the track and Chris saw him come up from behind approaching the thousand-foot mark. Though Chris' bike was still pulling strong, Andras was accelerating harder and edged past him around a thousand feet. **Crossing the finish line with a 6.936 at 201.46 MPH, Chris took the Semi-Final loss to Andras' 6.822 at 204.14 MPH.** We went back to the pits disappointed in the loss, but happy that we had a good starting point for our Norwalk tune-up.

## **FINALS**

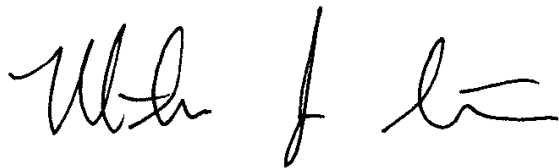
Though we didn't like losing, it was good to see Andras in the Finals. Andras has come out and frequently been a threat in the Rush Pro-Fuel class since taking his first win in Rockingham in 2007. He was a definite underdog in this Final-Round race, however. Douglas Horne, the 2008 Pro Fuel champion who has also been a surprise contender in the NHRA Pro Stock class this year, was on a tear. After running a potential record-breaking 6.487 at 212.66 MPH right off the trailer in Round One of qualifying, Horne had run 6.605, 6.605, 6.557 and 6.557. Talk about consistency! Tuner Rex Harris is not one to lose the Finals on a mistake, and the youngster Horne had long ago put to rest any doubts about his riding abilities. As expected, consistency was the name of the game in the Finals. **Even if Horne came slightly off his pace and didn't back up his record, his 6.574 at 215.58 MPH was decisive against Andras' 6.819 at 194.24 MPH.** Congratulations to both riders on a good race.

## **Upcoming Events**

As usual, we are already working on our tune-up for the next race. **This time it will be our home track at the Screamin' Eagle Performance Parts Ohio Bike Week Nationals in Norwalk, OH on June 6 – 7, 2009.**

Chris had back-to-back wins at Norwalk in his 2005 Championship season and in 2006, but has missed out on the Winner's Circle in 2007 and 2008. The home-track crowd always gives us extra motivation to win, so we hope to see a lot of you out there!

See you at the track!

The image shows two handwritten signatures in black ink. The first signature on the left is 'Matt Streeter' and the second signature on the right is less legible but appears to be another name.

Matt Streeter