

311.94 MPH: WORLD'S FASTEST MOTORCYCLE ROLLS ON BST CARBON-FIBER WHEELS

DAYTON, Ohio. (July 20, 2011) - NASA's Space Shuttle program may be winding down, but Bill Warner continues to reach for the stars. On Sunday, at Loring Air Force Base, in Limestone, Maine, he became the first man to exceed 300 mph riding a sit-on motorcycle, with a stunning 311.94 mph run on the 1.5-mile course.

Becoming one with his turbocharged, methanol-fueled Hayabusa-based racebike designed to harness 1000 horsepower, this mild-mannered fish farmer and marine biologist from Wimauma, Fla. smashed his top-speed record of 278.6 mph rolling on DOT-approved BST carbon-fiber street wheels. The 586 lb., 8 ft. long bike was fitted with BST's heavy layup specification rear rim, which is 8.5 in. wide, with thicker-than-normal spokes, designed for big, high-powered motorcycles using a 240-series tire, and a standard BST front wheel.

Brock's Performance President Brock Davidson, a license-holding 200+ mph land-speed-racing participant, is ecstatic with this achievement: "We wanted to make sure that we had enough strength to deal with the potential power output and centrifugal forces developed at these ridiculous speeds. Thanks to Bill's testing, BST's ILR wheels are now available for race and street use to consumers."

Warner, a veteran land-speed competitor, nonchalantly said that accelerating up the runway at up to 152 yards per second wasn't very dramatic. "In this situation it was very calm. I progressed my speeds up from 180 mph over the past few years, so it was not a traumatic thing to do.

"The big part of it," he continued, "after the speed happens, is trying to stop the bike. At Loring,

there is a mile shutdown to slow the vehicles and I used every bit of it. The bike was bouncing, hopping, skipping and sliding. Needless to say, I got it stopped safely. It was a little scary."

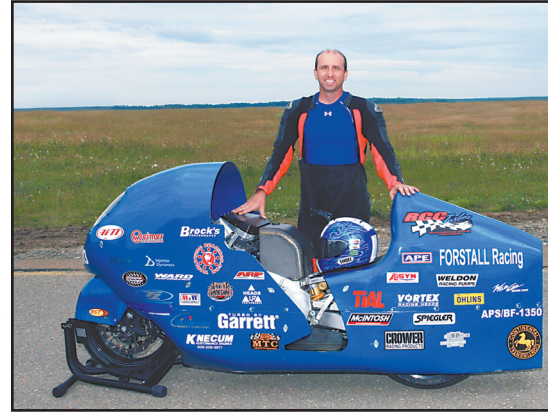
Not only did Warner blow away his former top-speed record from Texas last year by 33.3 mph, but he also blew the minds of the land-speed-racing community.

Joe Timney, President of the East Coast Timing Association, said: "We knew he had big speeds in store for Loring, but for god's sake, he didn't just clip 300 miles per hour, he buried it! This is a world record of epic proportion. Bill went faster on a sit-on motorcycle than Don Vesco did when he broke 300 in a streamliner; the hair stands up on my arms just thinking about it."

Here's what Dean Sabatinelli, who holds a class record at 269.7 mph, had to say: "I don't see anyone getting close to this record in the next five years, even if they started right now and focused intently on the task. Bill approaches land speed racing like a scientist. There really are no words to describe his determination."

Scott Guthrie, a fellow racer and team owner who has ridden to more than 200 land-speed records, said, "When Don Vesco set the record in 1975, he had a full-on factory effort, with everything paid for, multiple factory engines and plenty of world-record experience. Bill is a privateer in the truest sense of the word, building his bikes at home with help from friends and associates. While Bill is always short on cash, he is very long on brains, will power and the desire to be the best in the world."

This record-setting bike was set up with



products and technical support from the following companies: AiM Sports dataloggers, Alisyn oil, APE, ARP fasteners, Brock's Performance, BST wheels, Continental tires, Crower rods, Dainese leathers, Full Spectrum Power batteries, Garrett Turbo, Heads Up Performance, Injector Dynamics, Kneecum Performance, Larry Forstall Racing, M&W ignitions, Marine Crankshaft, McIntosh Machine and Fab, Millennium Technologies, MTC Engineering, NLR boost controller, Öhlins suspension, R&D Transmissions, RCC Turbos, Spiegler, Swain Tech Coatings, T1 Racing, Tial, Web Cam, Weimer Welding, Weldon pumps, World Wide Bearings and Zip Sensors.

A list of specifications follows. For more information on BST wheels, Brock's Performance products and other sportbike performance parts, go to BrocksPerformance.com.

GRHOF Announces 2011 Inductees (Continued from page 6)

By the early part of May, Pritchett found himself in sixth place in the NASCAR point standings.

On May 16, 1948, Pritchett was racing in a non-NASCAR event at the Jackson County Speedway near Jefferson, Georgia. He had won the trophy dash, the heat race and led every lap from the pole position in the feature as he sped to victory.

But on the cool down lap, Pritchett's car collided with a lap car in the first turn, sending Pritchett's racer end over end. Pritchett was thrown out of the car as it tumbled.

Pritchett was still conscious when crew members reached him, and was taken to a hospital in nearby Commerce. He died soon thereafter of internal injuries.

Swayne Pritchett was buried at the Leatherwood Baptist Church cemetery in Banks County. He had turned 26 years old one month earlier.

Pritchett's impact is still felt today. Both of his sons, C.L. and Harold, would become champion racers in their own right, winning across the southeast and keeping the

Pritchett name in racing.

Ken Ragan of Unadilla, Georgia, was born on Sept. 12, 1950 into a racing family. His father, Hugh, owned race cars that raced on Daytona Beach and at the famed Lakewood Speedway in Atlanta, among many others, in the 1940s and 1950s, picking up an eighth place finish on the beach in 1948.

Ragan began his racing career piloting high-speed go carts, winning the World Karting Association Championship in 1978 after finishing as runner-up in 1977. After he and his brother Marvin purchased a sportsman car from Bobby Allison, Ragan began racing in sportsman events across the southeast.

Ragan won the final race held at Middle Georgia Raceway in Byron Georgia, and competed around the nation.

Ragan's first major race was in an ARCA event at Talladega Super-speedway in May of 1982. He made more than 50 NASCAR Sprint Cup starts throughout his career, as well as several Nationwide series and ARCA starts. Ragan ran in four

Daytona 500s, in 1984, 1985, 1986 and 1987. His best finish in the event was in '84, when he finished 14th.

Ragan's best Sprint Cup effort came at Talladega Superspeedway in 1984, where he finished 11th.

After retiring from driving, Ragan worked to help establish Legends Cars of Georgia in 1997 and in 2001 would move to Charlotte, North Carolina to manage 600 Racing, which manufactures and sponsors Legends cars around the world. Ragan was instrumental in opening the door for many drivers to have the opportunity to race, including several current NASCAR stars.

Ken, his wife Beverly and eldest son Adam recently relocated back home to Unadilla, Georgia. His son David is currently the driver of the number 6 UPS Ford for Roush-Fenway Racing, and won this year's Coke Zero 400 at Daytona International Speedway.

About the Georgia Racing Hall of Fame - The Georgia Racing Hall of Fame is owned by Dawsonville History Museum, INC. The Hall of



Fame inducted its first class in 2002, and became a 501(c)3 non-profit organization in 2010. The museum, recognized by the state legislature as the official home of the Georgia Racing Hall of Fame, recognizes prominent members of Georgia's racing heritage. The Hall of Fame also plays host to other events saluting the state's racing history, including the annual Lakewood Speedway reunion. The Hall of Fame and Museum are housed in the Dawsonville City Municipal Complex just outside of downtown Dawsonville, Georgia on Hwy. 53. The museum is open Monday - Friday from 10 a.m. - 4 p.m., Saturday 10 a.m. - 2 p.m. and Sunday 12 a.m. - 4 p.m. Holiday and Summer hours vary. For more information, call (706)216-RACE (7223) or go online to www.georgiaracinghof.com.