

World Records

Bonneville

Photos Larry Lague



Children love fast vehicles, any child will beam a radiant smile whenever they come across a fast looking motorcycle (or car) and with their nose as close to the speedometer as possible will soon be asking an obvious question: 'Gee mister, will this machine really go that fast...wow !?!' before wandering off in a state of total astonishment while shaking their head in disbelief!

Imagine the first motorised competitions undertaken by racers in their quest for speed, the first dusty events on sandy, cobbled roads, even on horse racing circuits. Not good enough! What was needed was a place that allowed the first racers to go quicker, faster. Time over distance. Average speed. Top speed. Nothing else counted!

Now imagine a place so flat that the horizon seems to curve, a place so empty and barren that even the simplest living creature cannot live for long. Covered with a hard white crust only a few places like this exist on earth. Standing in the middle and looking south and west, one can see mountains in the distance, to the north and to the east absolutely... nothing, as far as the eye can see! You are on the famous Bonneville Salt Flats, a vast area of 12 500 ha (30 000 acres), situated towards the western side of what once used to be the Great Salt Lake desert region in Utah. Upon a closer inspection, the mountain range bordering this vast area shows tales of two different lake shore levels, one level marked roughly 300 meters, another

one 600 metres above the salt flats. Round washed stones and sea shells way up on the cliff are proof that you are standing on the bed of an ancient lake.

Every time you set foot on the Bonneville Salt Flats this area gives you a special feeling, it certainly does to me. It seems like this is the closest feeling you can have to being on another planet yet still be on earth. Not a sound to be heard. Only the sun is with you, heating up the crusted surface, the light intensely reflected by the white salt and burning any unprotected skin very quickly. Hats, wraparound sunglasses and sunscreen with factor 60 is the minimum protection for this environment, never mind the litres of water you need to keep your body from dehydrating.

James Waishaar

After an exhilarating run, parachute deployment!
Après une grisante tentative, le parachute se déploie!

Suddenly, there is some movement, from the distance a brightly coloured, cigar shaped two wheeled vehicle appears through the heat waves hovering over the white snow-like surface. It passes almost silently, followed few seconds later by the roar of a pair of fire breathing, turbocharged engines and the sound of the disturbed air closing behind the vehicle as it disappears into the distance, out of eyesight, with apparently nothing to stop it. The nearest comparison is the impressive sound of a WWII piston engine aircraft, hurtling along just above the ground at an airshow. The only difference is the vast, eye-searing white surface all around. As the total silence returns the only noise that disturbs you is the timekeepers' radio announcement reporting the elapsed time (ET) and average speed.

Out of view, a first, small parachute is deployed, activating a second one. At these very high speeds, disc brakes are useless and act only as a very small aid to slow down the cigar shaped streamliner. A pair of small ski-type skids appear on each side, extending downwards to guide the streamliner upright to a slow, gentle halt. The canopy opens up and the rider climbs out of the cockpit. This exhilarating ride will have lasted less than 4 minutes from the moment the wheels start to turn, through run-up, reaching top speed to deployment of the parachutes and finish. The support crew appears in the distance, travelling from one end of this 16 km long stretch to where the streamliner has coasted to a halt. After a short debrief, the crew secures the streamliner to its trailer and all support vehicles return in caravan fashion the 7



Photos Larry Laque





James Waishaar

to 8 km distance to the pit area. At an average speed of 400 km/h, it takes a rider 9 seconds to pass the photo electric cells at each end of the measured kilometre. At 500 km/h, the clock's second hand only needs to tick just seven point two times; to break the 15 year old world record for the measured kilometre, set by American Dave Campos at 518.372 km/h on his 'Easyriders' Harley Davidson powered streamliner, you will have to beat 6.94 seconds.

In 2004, Denis Manning, a successful motorcycle-minded businessman from California and veteran of many world record attempts introduced a new version of land speed record events with a clear goal: to give the motorcycling world a special event in the quest to break the outright land speed record.

Manning and his staff started with the 2004 BUB Speedweek event, exclusively for motorcycles, and obtained sanction by the AMA and FIM. The BUB Speedweek event

Fred Hayes on one of his diesel powered motorcycles (partially streamlined – naturally aspirated motorcycle)/Fred Hayes sur l'une de ses machines à moteur diesel (standard (machine à alimentation normale, partiellement carénée).

takes place during the first week in September. Following the success of the first and second events, the motorcycling community and especially the manufacturers now have the opportunity to set a new record or break an existing world record, and have it recognised by the FIM. Bonneville truly remains the sacred territory for land speed records, the place where world records are set, many new records are set but many remain unchanged over the years, the BUB Speedweek event gives everyone the opportunity to try. The Bonneville Salt Flats is a protected fragile natural reserve, administered by the Bureau of Land Management (BLM).

James Waishaar



**Checking wind speed/
Vérifiant la vitesse du vent**



John Noonan in the "Ack-Attack" streamliner/John Noonan dans le cigare «Ack-Attack».

2005 – FIM World Records Attempts / Tentative de Records du Monde FIM – 2005
(Short distance record attempt / Tentative de records de courte distance / Art. 018.2)

CATEGORY I - Group A1 - Division B (Partially streamlined) - Type II (forced induction) - 1350 cc
(motorcycles solo/solo motorcycles)

NEW RECORD - NOUVEAU RECORD (No previous record listed/Aucun record préalable enregistré)

Date	Driver/Coureur	Place/Lieu	Machine	Speed/Vitesse	
1 KM DEPART LANCE / FLYING START					
7.09.2004	John NOONAN (USA)	Bonneville (USA)	Suzuki Hayabusa 1300 - Turbo	407.527 km/h	253.226 mph
1 MILE DEPART LANCE / FLYING START					
7.09.2004	John NOONAN (USA)	Bonneville (USA)	Suzuki Hayabusa 1300 - Turbo	406.893 km/h	252.832 mph

CATEGORY I / Group A1 - Division B (Partially streamlined) - Type I (naturally aspirated) - 1350 cc
(motorcycles solo/solo motorcycles)

NEW RECORD - NOUVEAU RECORD (No previous record listed/Aucun record préalable enregistré)

Date	Driver/Coureur	Place/Lieu	Machine	Speed/Vitesse	
1 KM DEPART LANCE / FLYING START					
7.09.2005	Andy SILLS (USA)	Bonneville (USA)	BMW K1200RS	279.404 km/h	173.614 mph
1 MILE DEPART LANCE / FLYING START					
7.09.2005	Andy SILLS (USA)	Bonneville (USA)	BMW K1200RS	279.333 km/h	173.576 mph

CATEGORY I / Group A1 - Division A (non-streamlined) - Type III (compression ignition) - 750 cc
(motorcycles solo/solo motorcycles)

NEW RECORD - NOUVEAU RECORD (No previous record listed/Aucun record préalable enregistré)

Date	Driver/Coureur	Place/Lieu	Machine	Speed/Vitesse	
1 KM DEPART LANCE / FLYING START					
7.09.2005	Fred HAYES (USA)	Bonneville (USA)	HOTUSA - 650	154.390 km/h	95.934 mph
1 MILE DEPART LANCE / FLYING START					
7.09.2005	Fred HAYES (USA)	Bonneville (USA)	HOTUSA - 650	154.295 km/h	95.874 mph

CATEGORY I / Group A1 - Division A (non-streamlined) - Type IV (compression ignition + forced induction) - 750 cc
(motorcycles solo/solo motorcycles)

NEW RECORD - NOUVEAU RECORD (No previous record listed/Aucun record préalable enregistré)

Date	Driver/Coureur	Place/Lieu	Machine	Speed/Vitesse	
1 KM DEPART LANCE / FLYING START					
8.09.2005	Fred HAYES (USA)	Bonneville (USA)	HOTUSA 650 - Turbo	168.141 km/h	104.478 mph
1 MILE DEPART LANCE / FLYING START					
8.09.2005	Fred HAYES (USA)	Bonneville (USA)	HOTUSA 650 - Turbo	168.194 km/h	104.411 mph

CATEGORY I / Group A1 - Division A (partially streamlined-streamlined) - Type III (compression ignition) - 750 cc
(motorcycles solo/solo motorcycles)

NEW RECORD - NOUVEAU RECORD (No previous record listed/Aucun record préalable enregistré)

Date	Driver/Coureur	Place/Lieu	Machine	Speed/Vitesse	
1 KM DEPART LANCE / FLYING START					
8.09.2005	Fred HAYES (USA)	Bonneville (USA)	HOTUSA - 650	163.707 km/h	101.723 mph
1 MILE DEPART LANCE / FLYING START					
8.09.2005	Fred HAYES (USA)	Bonneville (USA)	HOTUSA - 650	163.536 km/h	101.617 mph

CATEGORY I / Group A1 - Division A (partially streamlined) - Type IV (compression ignition + forced induction) - 750 cc
(motorcycles solo/solo motorcycles)

NEW RECORD - NOUVEAU RECORD (No previous record listed/Aucun record préalable enregistré)

Date	Driver/Coureur	Place/Lieu	Machine	Speed/Vitesse	
1 KM DEPART LANCE / FLYING START					
8.09.2005	Fred HAYES (USA)	Bonneville (USA)	HOTUSA - Turbo - 650	169.261 km/h	105.174 mph
1 MILE DEPART LANCE / FLYING START					
8.09.2005	Fred HAYES (USA)	Bonneville (USA)	HOTUSA - Turbo - 650	169.217 km/h	105.147 mph

CATEGORY I / Group B1 - Sidecars / Division C (Streamliners) - Type V (naturally aspirated) - 50 cc
(motorcycles solo/solo motorcycles)

NEW RECORD - NOUVEAU RECORD (No previous record listed/Aucun record préalable enregistré)

Date	Driver/Coureur	Place/Lieu	Make/Marque	Speed/Vitesse	Speed/Vitesse
1 KM DEPART LANCE / FLYING START					
8.09.2005	Derek MCLEISH (USA)	Bonneville (USA)	McLeish Special/ Van Butler 50	129.624 km/h	80.545 mph
1 MILE DEPART LANCE / FLYING START					
8.09.2005	Derek MCLEISH (USA)	Bonneville (USA)	McLeish Special/ Van Butler 50	129.434 km/h	80.427 mph

Event/Manifestation: private attempt / tentative privée)

FMN: MNZ

Venue/Lieu: Chertsey, South Canterbury, New Zealand

Date: 12 July/juillet 2005

CATEGORY I / Group B1 Sidecars / Division C - Streamliners / Type V (naturally aspirated) - 1000 cc
NEW RECORD - NOUVEAU RECORD

Date	Driver/Coureur	Place/Lieu	Make/Marque	Speed/Vitesse	Speed/Vitesse
1 KM DEPART LANCE / FLYING START					
12.07.2005	Glenn HAYWARD (NZ)	Chertsey Road, South Canterbury (NZ)	Flying Kiwi Sidecar/ Suzuki GSXR-1000	271.903 km/h	168.952 mph
ET:	> 13.279 sec		< 13.201 sec	Average time:	13.24 sec



Andy Sills on a standard BMW K1200S (partially streamlined – naturally aspirated motorcycle)/Andy Sills sur une BMW K1200S standard (machine à alimentation normale, partiellement carénée).

Record legends – Streamliners with piston type engines
Légendes des records avec des véhicules du type 'cigare'
– avec des moteurs à piston

1990	Dave Campos	Harley Davidson ⁽²⁾	518.450 km/h – 322.150 mph
1978	Don Vesco	Kawasaki 1000 ⁽²⁾	512.733 km/h – 318.598 mph
1975	Don Vesco	Yamaha 700 ⁽²⁾	487.084 km/h – 302.660 mph
1970	Cal Rayborn	Harley Davidson ⁽²⁾	427.267 km/h – 265.492 mph
1970	Don Vesco	Yamaha 350 ⁽²⁾	405.425 km/h – 251.920 mph
1966	Bob Leppan	Triumph 650 ⁽²⁾	395.362 km/h – 245.667 mph
1962	Bill Johnson	Triumph 650	361.410 km/h – 224.570 mph
1956	Johnny Allen	Triumph 650	345.426 km/h – 214.700 mph
1956	William Herz	NSU 500	338.992 km/h – 210.640 mph
1956	Johnny Allen	Triumph 650	311.778 km/h – 193.730 mph
1955	Russell Wright	Vincent 1000	297.728 km/h – 185.000 mph
1956	Johnny Allen	Triumph 650	361.410 km/h – 224.570 mph
1951	William Herz	NSU 500	289.681 km/h – 180.000 mph
1937	Ernst Henne	BMW 500	279.494 km/h – 173.670 mph

Note: ⁽²⁾ = two engines