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Takes us to Le Mans

Dave Wavrek's World of Speed

More $500 Bucks!

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World of Speed 2004

DAVE WAVREK AND FRIENDS TAKE US TO THE SALT FLATS FOR AN ADVENTURE AT SPEED
STORY AND PHOTOS BY DAVE WAVREK

Justin Peterson and his 928 shaking up the salt
B a c k y a r d, grass roots, awesome, exhilarating are all commonly used descriptors for Utah’s own World Class racing event. This report covers the annual “World of Speed” event sanctioned by the USFRA (Utah Salt Flats Racing Association) which takes place on the world famous Bonneville Speedway, a legendary birthplace of hot rodding just east of Wendover. This early autumn event attracts entrants of all shapes and sizes including streamliners, lakesters, and roadsters, along with a growing contingent of Porsche Club enthusiasts.

In our last Zeitung episode (March/April 2001), we’d qualified the 951 in the coveted 130 Club as entry #59, and had set our sights on the 150 club which only had a total of 16 members throughout salt flat racing history. To accomplish this feat, however, meant that we needed to transform the interior of the daily driver into a more spartan designated race car. With the help of PCA members John Baxter and John James, the 951 sprouted the required 4-point roll bar (AutoPower Industries) and 5-point harness (G-Force Products), plus racing seats
(Corbeau Inc.). The fire suit and accessories (Stroud Motorsports) got us appropriately dressed for race day.

“The Porsche-driven entries stand for Dave Wavrek, Doug Strickland and Jason Strickland at 154.0, 152.8 and 155.2 mph respectively.”

While racing was washed out in 2002 (as in flooded), the 2003 weekend was particularly memorable in terms of speed, weather, and blackjack. The latter allowed us to introduce a casino version of venture capital investment to our employees, while others acquired blistering sunburns, and three drivers qualified for the 150 club. The Porsche-driven entries stand for Dave Wavrek, Doug Strickland and Jason Strickland at 154.0, 152.8 and 155.2 mph respectively. For membership, recall that each driver needs to make two passes inside of the 2 mile marker on the slippery salt at greater than 150, but less than 160 mph. While the 951 made it look easy by qualifying three into the club on a total of 6 runs, we were the first Porsche to qualify, and out performed a number of familiar contenders like Corvette. Remember too that the notable “forbiddens” for this particular racing class are boosters like nitrous, plus the car must be street legal and currently licensed.

The 2003 event also brought out additional PCA members for participation, both of whom claim to have been inspired by our previous account published in the Zeitung. Justin Peterson brought out his 1987 928, along with Jeff Brueningsen in his 1986 944 turbo (with 180,000+ miles on it!). Both cars are running virtually stock configurations and both managed to successfully qualify for the 130 club on the first day of driving with average speeds in the low-130’s. The combination of sun, fun, and salt inspired both of them to move up to the top street class for future years.
PCA Member Jeff Brueningsen with his 130 Club 1986 944 Turbo
“Justin stuck it out in Wendover and coaxed headwind runs of 150.3 and 151.0 mph out of his 928 to bring another Porsche into the 150 club.”

Fast-forward to this year’s event: the summer provided many weeks of great weather, but on the “big day” the winds steadily increased from the south to threaten the event. Our 951 was in line with Justin’s 928 when a blown motor on an exotic roadster littered the track with shrapnel and fluids. When the mess was cleaned up, the winds were gusting to force a shut-down of the big track in the name of safety. The short track fortunately stayed open for our new drivers (Conan Barker and Paul Mallory) to get a dose of speed that qualified them for the 130 club at 135.7 and 136.0 mph respectively. Although the next day’s weather seemed formidable from the Salt Lake perspective, Justin stuck it out in Wendover and coaxed “headwind” runs of 150.3 and 151.0 mph out of his 928 to bring another Porsche into the 150 club. Preparation for the 928 is reported to be simple = a good tune up, the same safety goodies, and get ready to slide around in first and second gears on your way to the
record book! It is worth noting that the only other stock vehicle running in the 150’s that day was a 1971 Pantera, so it would be interesting to see what a 911 will do ..........

What’s up for next year? It will be held 14-17 September 2005, and a reminder should run in the preceding Zeitung. Up-to-date news, and much more detail, is always available at www.saltflats.com. We’re setting our sights on 175 and then 200 mph clubs, which will involve additional safety items of a cage plus parachute, as our class record is over 200mph. Undoubtedly, some performance chips will follow along with weight reduction, open exhaust, and a set of “skinny & hard” salt flat tires and wheels. With the “World of Speed” turning into a regular Porsche event, we hope to see some other members come out to watch OR, better yet, bring out the vehicles to make some thunder with us!
The picture tells the story... Paul Mallory gives the “Thumbs Up” after his 130 Club qualifying run.