



“When you do the sums and add 1,200hp to a body that resembles a plane fuselage without wings these records seem very achievable.”

It's always nice to see a new purpose built car heading for the salt, keeping the sport alive and interesting. It's even better when it is being built by some of the nicest people you can find in the sport, and yet even better when you know their history.

New Zealanders Dave and Pam Alexander went to Bonneville in 2008 with a newly built salt racer based on one of Art Chrisman's cars, "OL no 25", also known as the Bronze Bomber that had an extensive racing history including dirt track, drag and salt lake racing. They kicked ass over there, taking home a Bonneville record with a top speed of 137 mph, and then later at Lake Gairdner in Australia where they took home another land speed racing record, and that is an amazing feat. Being able to travel the world with race car and team and take records home, is a true testament to workmanship, dedication and careful planning.

Since then, Dave has been busy with other life projects, he's been festering in New Zealand waiting for the opportunity to burst back onto the salt scene, and when he does, WOW! He's planning a lakester, based on the USA

lakester of Daryl Zipp. He's planning a 1200 hp Nissan motor, a trip to Bonneville and to achieve 300 mph! "Not much point doing it in halves!" he exclaimed.

While at Bonneville in 2008, Dave remembered a race car that he thought was fantastic and beautiful owned by Daryl Zipp. He chased up the car to find that Daryl Zipp had sold it to a fellow racer including the mould for the fibreglass body. Dave and Pam organised to have another body dropped from the mould and shipped to New Zealand. With a bunch of photos of the original car and chassis, they set about building the frame.

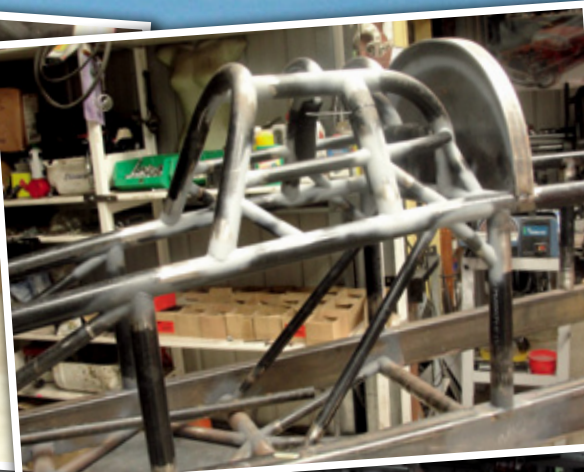
The bottom rail is 4x2 box divided up into sections so that after the car is completed and weighed, they can fill the sections with lead, placed where needed, to balance the car, keeping the bulk of the weight at ground level. Robbie Ward is the New Zealand Nissan king and besides holding several records in NZ builds and sends Nissan motors all over the world. He will supply the turbo 1200 hp motor and be co-driver.

Dave said "With all the calculations already done we think that 300mph will be achievable,

so that's our goal, but you never know on the great white dyno. Progress has been good and a few mates have stepped up with help in one way or another, but of course progress is always determined by money so we will be ready to go just as soon as I pluck up the courage to go to the bank wearing my ski mask."

He added "There is a lot of pipe cutting and tig welding at the moment so I have a bit of tig sun burn and scars where those little red hot balls of metal drop on top of you when you're lying on your back inside the cage. They melt through your clothing and slide around your most tender parts, and burn another hole as they drop out the back. The most painful part though is refilling that bloody Argon bottle."

Dave and Pam would like to thank Robbie Oswald, brother Hamish Alexander, John Dury from Asmuss Steel, Terry Bowden, and Joe Hansen from DJ Safety who took the time to explain that there will be 5000 lb load per chute once the laundry is dropped and 500 lb side load on the chute tubes if the laundry is dropped while the car is spinning - so there is a real need to secure both chute tubes in the car securely. He has seen them being



CLOCKWISE FROM ABOVE LEFT: New Body getting ready to ship. ■ Dave has lengthened the body an extra metre. ■ Extensive frame fabrication. ■ New fibreglass body dropped from the mould. ■ The Chrisman inspired salt lake racer at Bonneville 2008.



partly ripped out in the past. Dave said, "We will only run rear brakes so we don't run into the back of the toe car and rely almost entirely on the two chutes to slow the car to a manageable speed."

He went on to explain other features of the car, "The front axle is sorted, it will be held in place with a bearing riding up and down inside a teflon lined cage. Two fully adjustable Spanx coil over shocks will give us about 25 mm of suspension with a cantilevered 2 to 1 rocker on top of each shock, we have the fire bottles sorted, one for the pilot and one for the engine."

The crew will be Pam Alexander, Dave Best, Mike Coyle and Robbie Oswald with maybe a few others by the time they are ready to race. We text Pam asking her if she will have a drive and she replied with "R U Mad!" I guess not.

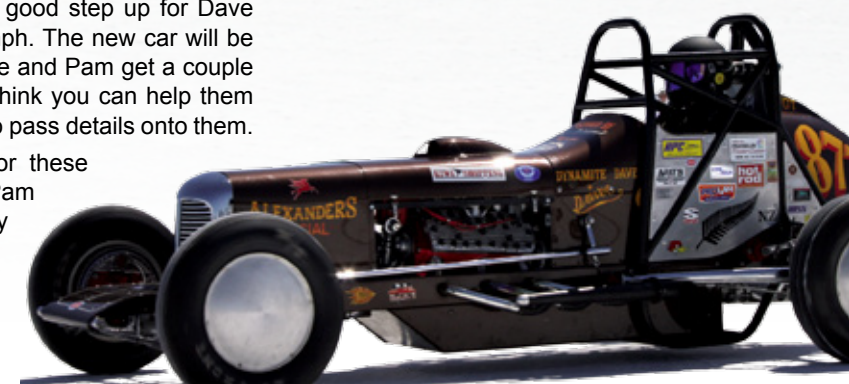
Dave continues, "Our class will be F/Lakester which is 2,016-3,014 litres. There are four classes in this category; the current records are blown fuel lakester at 262mph, unblown fuel lakester at 223 mph, blown gas lakester at 246mph and unblown gas lakester at 229mph record. When you do the sums and

add 1200hp to a body that resembles a plane fuselage without wings these records seem very achievable. I know, it's not actually that simple but I've learnt from my Bonneville and Gairdner experience it's a lot more achievable if you get the right people around you and all these guys are outstanding. Oh and the other important thing is you have to keep your eyes open. Sit down hold on and pucker up." Dave concludes.

Big Knob Racing has offered Dave a drive in their roadster at Lake Gairdner early March 2014. At 200+ mph, Big Knob Racing team thinks it would be a good step up for Dave on his way to 300 mph. The new car will be ready in 2015 if Dave and Pam get a couple of sponsors. If you think you can help them out, we'll be happy to pass details onto them.

Keep an eye out for these guys, Dave and Pam Alexander, if they say they can do it, you can believe it! We'll keep you posted. See you on the salt,

Norm Hardinge.



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