



Speed Demon crashed at the three mile mark at a speed of 370 mph.

George Poteet lost control of the streamliner that went into a series of pencil rolls, ripping the aluminium skinned body from the tube chassis. Much to everyone's relief George walked away from the high speed crash unhurt thanks to a well designed and built safety cage.

The incident happened at Mike Cook's Shootout. Each year, after Bonneville Speed Week, Mike Cook puts together a special invitation only event for the fastest guys to do their best. This year Speed Week and The World Finals events were both cancelled due to a wet lake. The condition of the salt was pretty ordinary this year and would have contributed to the crash.

Ron Maine and George Poteet have put together one of the most successful race teams ever to run at Bonneville. Reports indicate that George and Ron plan to build a new car, Speed Demon II. Imagine what they will be able to build using the wealth of knowledge they would have accumulated in their salt careers. The entire team are focussed on making Speed Demon the fastest wheel driven vehicle on the planet. Although the team is at the top of the food chain at Bonneville, their pits are always open to help other racers put stuff back together after breaking it. They are held in high regard around Bonneville.

Speed Demon is a very serious, well run race team. "This is not a car show, a lot of people bring out their cars and their armchairs and sit around. To race out here and win, we've bought up three engines, four transmissions, and two rear ends with two 45 foot trailers. We didn't know if we had room for the

armchairs but our crew is incredible and the spare parts on hand are amazing. That's Bonneville; it's really a supply to keep our parts coming as we break them."

The Speed Demon Team is to the point where they do not want to see any number after George's name that is not 400+. In 2012 George ran more than 30 times at over 400 mph. It's a testament of the amazing crew and the stability of the car and of course how many spares they bring to each meet.

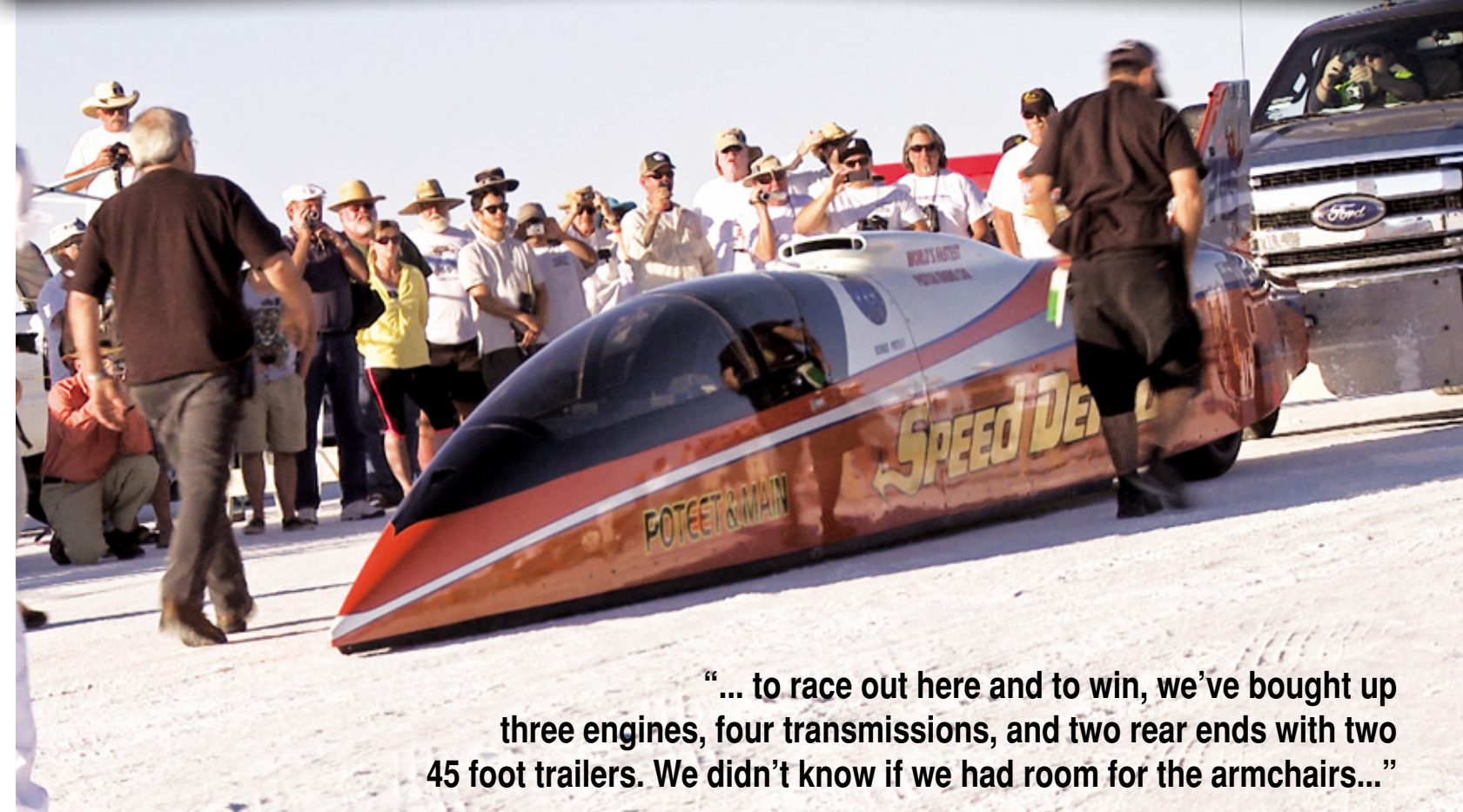
Ron tells you... "We made four different engine changes at 2013 Speedweek. We started out with our 386 which was our A motor, our Bullet, not class A but we call our best. We ruined the head on that so then we put our 368 in and we hurt that, so then we put what we call our 'Oh Shit' D motor, 300 inch. We've run it for three years and never had any trouble. It's just the little engine that can, so we put that in and we fried that, but in the meantime we had the head on the 368 in Salt Lake City fixing it. We put the 368 back together and then put that in this morning. It's like musical chairs."

Ron is also quick to point out that the Duttweiler Hellfire engine is a pretty amazing engine. Many racers go for the mega motors, 600 cubic inches and above, or two motors. "Speed Demon even beats cars with four motors and we do it with a little bitty 368 ci engine, but it has a couple of big hair dryers on it and that's what makes it think it's bigger."

Meanwhile back in Australia preparations are underway for the 25th DLRA Speedweek March 23rd to 27th, 2015 mark it on your calendar it is going to be massive!

See you at the salt!

Norm Hardinge



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