



Newsletter

USFRA FOUNDED IN 1976

'TO PRESERVE THE BONNEVILLE SALT FLATS AND TO PROMOTE THE USE OF THIS HISTORIC PLACE FOR MOTOR-SPORTS FOR ALL FUTURE GENERATIONS.'

UTAH SALT FLATS RACING ASSOCIATION

OUR MEMBERS ARE THE BEST! We appreciate your membership renewals and product orders we have received since January. These renewals help keep us racing, along with your entries. A quick update; the club purchased 70,000 feet of new timing wire. We are in the process of spooling the old wire off the reels and putting the new back on. We still need to purchase at least 2 new generators, hopefully some of the new quiet ones that also have "conditioned" power. (Wouldn't it be great to use a port-a-potty by registration or timing slips and not have your teeth almost vibrate out from the noise of the generator, that we hid behind it so we could hear ourselves think.) We look forward to World of Speed and appreciate your support. See you on the Salt.

News from our President Gary Allen on the Salt Restoration Project.

The salt restoration project has completed pumping for the 2001-2002 year with a total of 825,000 tons of salt deposited onto the Salt Flats during the period. Fortunately, this is slightly more than the 735,000 tons pumped the previous year but far behind the desired average tonnage of 1.5 million tons per year. Over the full six year period, approximately 6.2 million tons have been returned to the Salt Flats, slightly over 1 million tons per year. Everyone is still encouraged to send a note to the salt Lake BLM re-

questing that they make the salt restoration process a permanent part of the lease from now on.

Letters should be addressed to: **Glenn Carpenter, District Manager, BLM Salt Lake Field Office, 2370 South 2300 West, Salt Lake City, UT 84119. No Form Letters!**

Thanks for your continued support.

The article on page 2 was submitted by Earl Wooden. We appreciate his timely reminder about health issues. This last year has seen many of our friends go to that great race track on the other side. We will miss all of them.

World of Speed
September 20-23, 2002
 Inspection & set-up
 Sept. 19th racing starts the 20th after the drivers meeting.
 entry fee \$275.00, + CPF of \$15.00 if *post-marked by July 15th*.
 After July 15th \$350.00 + CPF of \$15.00.

130 Club, Bar Stools, Karts, Electrothon, Jr. Dragsters, etc...entry will be (\$75.00 + CPF of \$15.00). Racing will start on the 130 club course on Sept. 21st and continue through the 23rd. Please get your entries in by July 15th.

Remember all participants must be current members of the Utah Salt Flats Racing Assoc. Membership is \$35.00 per year and expires Dec. 31st of year paid.

Any members interested in submitting an article to the newsletter can by mailing a typed copy to the P.O. Box or emailing it to usfra@saltflats.com. We cannot guarantee when it will be printed and reserve the right to edit as needed.



www.saltflats.com
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Motor Head Maintenance by: Earl Wooden

Or taking care of your *Body's* engine, so you can race long and hard.

You're a dedicated hard-core racer. You buy the good parts and carefully assemble your race engine. You heat the oil, check the lash and lead, leak it down and gaze deep into the plugs. You look after and take care of your race engine like it's something you love, which of course it is.

But there is another complex, high performance engine that belongs to you that deserves at least as much tender loving care. That is the amazingly efficient and durable machine that's between your hair and your toes.

Pulling regular inspection and maintenance on yourself can allow you to run long and hard, instead of making an early departure for the big track in the sky. In which case an ex-wife/widow might sell all your prized race stuff to the scrap iron man. A really depressing thought.

Fortunately, I started a yearly check-up program many years ago. A physical where your doctor checks your plumbing (arterial system), cholesterol, (quality of fuel in your veins), for various cancers, etc. It is easy to do, doesn't take long, and even if you're uninsured, costs about as much as a good set of valve springs.

The most important thing that this can provide is early detection for a potential problem. Wouldn't it be nifty if we could tell when we're going to spin a bearing, or hole a piston? The good news is that with the advances in medicine in recent years we can now detect early, and deal with, a lot of major potential mishaps of our *body* engine.

I am into the routine of the yearly physical, including the relatively new P.S.A. test for prostate cancer. After surviv-

ing a 300 mph crash in my Competition Coupe on the Bonneville Salt Flats (owing to good safety equipment and a miracle), at *Speed Week* in August of 2001, I went to my doctor for follow-up X-rays to see how some bones were healing.

My doctor suggested getting another midyear P.S.A. test as my last one had started to move up. The new test showed a dramatic rise, an indicator that prostate cancer had gotten aggressive. A biopsy was done and I faced a decision. To deal with it or ignore it and in maybe 5 - 7 years be gone due to bone cancer. I chose life! I am seventy one years old, but I'm going for another good 20 plus years of racing and enjoying life. I decided on surgery, which if the cancer is detected early is considered a *cure*. Other forms of treatment did not seem as definite a cure.

Major surgery is not easy, but can be *readily* dealt with considering the alternative. The prostate must be removed, but with early detection other parts can be spared, mitigating long-term side effects. Most men, 50 plus, have some form of benign prostate cancer. About one out of five gets aggressive and must be treated. This surgery is a very common procedure, two of my racing friends had the same surgery in the same week as mine. Instead of my facing a very bleak future, we are presently putting together another Bonneville Program which we hope to race this year.

We kick ass to go to any lengths to win in racing. We need to do the same to win for *ourselves*. Is the engine between your hair and your toes worth as much to you as the one under your hood? ***Pull the maintenance racer!***

Go fast, be safe, and be healthy. ***Earl Wooden***

Suggested Reading: A great definitive book on the subject. *Guide to Surviving Prostrate Cancer*, by Patrick Walsh, M.D.

Top Time Trophy Opportunities

Our top time car and motorcycle trophies are fine art, cast bronze, sculpted pieces done by Springville, Utah, artist Jeff Decker at his Hippodrome Studios. These are the finest trophies awarded at any motorsport event and represent historic Bonneville, record setting machines.



In the above picture Jeff is holding the top time car trophy which is a model of Fred Larsen's streamliner.



The motorcycle trophy is based on Rollie Free on the Vincent "Black Lightning". He achieved a speed of 150.313 in 1948 shattering the pre-World War II, Harley Davidson record.

Either of these trophies can be sponsored by contacting Wes Potter at Wes@saltflats.com or at 801-583-3765.

Full sponsorship of each trophy would provide the top time car or motorcycle with their trophy and a matching one for the sponsor. The sponsor would also receive: a full page ad in the program, either color or black and white, an advertising box on our web site, www.saltflats.com, through the end of the year, a premium spot in the pits to showcase their product, several advertising spots during our Salt Flats radio announcement of the event, and placement of provided banners at the entrance to the event and/or the pits.



New USFRA Pocket T-Shirt
 design on back, small
 USFRA logo on front pocket
 sizes: sm - 2xl \$18.00
 Item T-201

USFRA LOGO WEAR
 Black 100% cotton Golf Shirt
 with logo embroidered on left
 chest size: sm - 2 xl
 Item G-210 \$25.00

CLUB JACKET: silver or
 black base-ball style, logo
 embroidered on back, your
 name & car #? on front.
 sizes: sm - 4xl
 Item: C-215 \$85.00

Coffee Mugs
 plastic 22 oz. \$3.50
 white with T-201 print \$7.00



Ceramic Stein
 white w/blue & metallic gold
 trim on bottom and
 USFRA logo S-21 \$19.95

Caps
 USFRA logo embroidered on
 front "World of Speed"
 around opening at back
 Item: C-200 \$15.00
 Racing checkered
 Hats: C-205 \$20.00



MODEL CAR #444
 ITEM: M-444 \$75.00



2002 CALENDAR POSTER
 17 x 23 with event dates
 highlighted Item: C-202
 \$3.00 each or 2 for \$5.00



USFRA Logo Sticker outside
 application
 (1) 3.25 x 3.25 & (2) 1.5/8 x 1.5/8
 \$2.00 each Item S-206

Utah Salt Flats Racing Assoc.
 c/o Ellen Wilkinson
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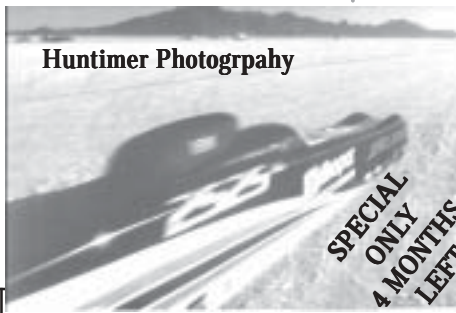
Out of Print Book
 Item #B-100 \$25.00



15th Annual World of Speed
 short sleeved t-shirts are
 available in white at this time.
 W-2001 \$15.00



Key Ring 2.25"
 \$2.50
 Item: K-225



Hunter Photography

WORLD OF SPEED VIDEOS
 9th, 10th, & 12th Annual
 World of Speed 160 min.
 VHS \$24.95 each
 11th Annual World of Speed
 VHS \$19.95 each
 above prices include S & H



USFRA Sunset Roadster
 Black T-Shirt
 design on front
 med - 3xl \$17.00
 Item T-203

U.S.F.R.A. logo pin and
 misc. World of Speed Pins
 Item: Pins \$5.00

5" anniv.
 patch
 \$5.00
 Item P-25



"Salt & Speed"
 2001 - 2002
 13 months of
 Bonneville
 (2/3's over)
 H-2002 \$10.00

Name: _____ date: _____
 Street: _____
 City _____ ST _____ ZIP _____
 Phone: _____

Item #	Qty	Description (include color)	Price	Amount
		membership e-mail: _____	\$35.00	
International Shipping/Handling call or email for add			Sub Total	
Am. Express, Visa, or Master Card: _____			S & H	\$5.00
Signature: _____			Total	
Expiration Date: _____				

stickers,
 videos &
 membership

Advertise in the 2002 World of Speed Program

Back Cover	<i>SOLD</i>	\$550.00
Inside Front & Back Cover	<i>SOLD</i>	\$400.00
Full Page Ad	color insert	\$350.00
Full Page Ad	black & white	\$300.00
½ Page Ad	black & white	\$200.00
1/3 Page Ad	black & white	\$150.00
1/4 Page Ad	black & white	\$100.00
Business Card	black & white	\$ 30.00

These rates will publish your AD in the September, World of Speed, 2002 Race Program. If you have any questions please call 801-485-2662 or e-mail us at usfra@saltflats.com. Please send film, if color ad, or camera ready copy, if black & white, and payment by June 30, 2002 to:

U.S.F.R.A.

P.O. Box 27365

S.L.C., UT 84127-0365

A note on Hoover Dam Security from Ed VanScoy.

Some of you have to travel over Hoover Dam to get to Bonneville. Until recently, NO trucks or trailers were allowed to cross the dam due to 9/11 security. The policy has been relaxed, and Ed inquired as to whether enclosed car trailers would be allowed to cross. The reply is copied below:

If all areas of the trailer and truck are easily accessible for inspection you will have no problem. If the trailer and truck are tightly packed, so that material would have to be removed to do a proper inspection, then you will need to use the detour. If you are carrying fuel for the car, other than what is in the tank, use the detour. George W. Gorum
Webmaster Hoover Dam
Visitor Center

You have undoubtedly seen the hokey sign "Your Mother Doesn't Work Here - Clean Up After Yourself!" or something to that effect. When you come to the Bonneville Salt Flats, repeat that slogan before you drive off the access road and then follow it before you leave the salt.

Remember a good sized ground cover to go under your car and work area is required! Plenty of strong garbage bags are a good idea too. Don't drop fluids on the salt! Bring catch pans and empty containers to take fluids with you. That includes oil, coolants, transmission fluid, gear oil, anything that stains the salt. Don't drop it in the dumpster, take those things away from the salt for proper disposal. Clean up all the spikes, butts and trash around your pit area before you head home. Keeping clean up costs down and the BLM deposit refunded keeps your entry fees down. We all have a common goal of preserving the salt for future racers and this is part of it. See you on the Salt.

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