

Salakari Racing



Finnish Jaska Salakari started his racing career in 1994 with Top Gas Harley. In three years he raced many records eg. first Top Gas Harley under 9 sec outside USA. Year 95 Jaska Placed third both in Euro-Series and Finland. In 96 he took his first Finnish Top Gas Championships win. Then he stepped up to Nitro class and raced first over 300 km/h in Finland and finished 10th FIM European Campionships. 98 season Jaska broke 200 mph barrier running 202,23 mph at Hockenheim with seasons best time 7,001 s. He finally placed 6th at Fim races. The millenium year was another record breaking season. First Finn under 7 sec with 6,84 s and the fastest Super Twin TF bike in EU with 337,8 km/h (209,91 mph) was represented at Alastaro. The result was 6th place in FIM Championships and Finnish Champion in Funny Bike class.



TOP FUEL HA

Frame	: Spok motor
Motor	: Overkill 160
Heads	: Spok / Salakari
Trans	: Bentec 2-sp
Ign./Data	: Hestec
Clutch	: Rob Van Ge
Wheels	: P&M
Rear Tire	: 14,31 / 15
Power	: ~ 650 hp
Best et	: 6,84 s - 337
60 ft	: 1,11 s
Crew	: Harry Räikkö Pasi Söderl Juha Vuorio Sami Mäkel

FIM/UEM European Drag Bike Championships

For Competition Bike, Supertwin Top Fuel and Pro Stock

Round 1: Santa Pod Raceway, UK, 26-28 May 2001

Round 2: Alastaro Circuit, Finland, 8-10 June 2001

Round 3: Mantorp Park, Sweden, 27-29 July 2001

Round 4: Gardermoen Raceway, Norway, 3-5 August 2001

Hockenheim Nitro Challenge, 17-19 August 2001

Round 5: Santa Pod Raceway, UK, 14-16 September 2001

EFFECT OF THE X-1R FRICTION ELIMINATOR IN THE NITROMETHANE DRAG RACING ENGINE

The racer has a 160 cid aircooled pushrod twin engine tuned up to a smashing output of 650 HP. Lubrication is particularly critical for the scavenging characteristics of nitromethane used as fuel.

Due to the big cylinder bore (4.5") larger boring clearances must be used, which would normally lead to seizing of piston shirts. Thanks to the X-1R Friction Eliminator used in the motor oil the seizing does not occur any more. The use of X-1R has also almost doubled the lifetime of the big end and crankshaft bearings which are exposed to extremely high surface pressures.

The engine is built so that there is no circulating lubrication in cylinder heads and rockers. By using X-1R grease on push rod ends, seizing is totally avoided. Wearing of rocker arms and valve stems has also been almost nonexistent thanks to X-1R. The same valves and guides have now been for four years!

Using normal ATF automatic transmission oil in the two geared planetary transmission has caused problems by excessive wearing of the sprag wheel. After adding X-1R Friction Eliminator into transmission oil there has been no wearing at all.

Based on the eight years of experience we can recommend the X-1R products for all applications where extreme lubrication is needed!

2001-10-11 HELSINKI, Finland

Harry Räikkönen
Leading Mechanic

Jaakko Salakari
Driver