



Dragstrip Dynamics

Finally it's time to punch this big beast down the strip. Hahn's been seven seconds flat on pure drag bikes, but this is his first experience on a bike with street tires and no wheelie bar.

"My first passes on the new bike were — eye opening. The first thing I did was wheelie pretty hard off the line. The clutch was still green, and my launch rpm was too conservative. As a result, there wasn't enough power to drive through the clutch and cause it to slip correctly. That put the front wheel up instantly. I began questioning the sanity of this venture, but I realized there'd be no turning back now."

MTC donated a softer set of static springs to take some abruptness out of the launch, and Joey Hahn (no relation) provided good tips on the setup for the dynamic springs that control the rate at which the lock-up levers engage. Confidence growing, Hahn put more boost in the higher gears and crossed the nine-second barrier, putting up an 8.89 at 166 mph.

Hahn quickly points out that his inexperience at riding a streetable drag bike with sick power was countered fabulously by the MTC multi-stage clutch, and AMS-1000 boost controller.

"These parts made the bike controllable, and took me from zero to hero almost immediately," says Hahn.

The season was drawing late, so Hahn busted out as many passes as he could. In the Chicago area conditions get shaky as drag strip traction suffers from cooler weather.

"I know we left a lot on the table, with so little time to science it all out; efficiency in the 60 foot range, for instance. The best passes came with the 16-39 gearing Joey Hahn recommended," says Hahn. "There are plenty of other areas for improvement, both in the bike and the rider. No doubt that with more time, this could be an 8.30-or-better bike. The MPH numbers show it's got the power, even if it's a Sherman Tank at 770 pounds!"



The Makeover: Success!

For those who have followed the series, you may recall that Bill Hahn Jr. started at a mature 235 lbs. before embarking on his weight loss and conditioning program. Time's up, how did he do?

The target was to lose 40 lbs. Hahn is pleased to report that he achieved, and even surpassed, the objective, losing a total of 43 pounds. Now tipping the scale at a mere 192, he lost almost 20 percent of his total body weight.

Hahn's regimen went well beyond simple weight loss. While getting light enough to not hold back the mighty 'Busa was certainly the goal, so was getting in shape physically and mentally. The makeover was a complete overhaul, with serious improvements in nutrition to not only feed the body as well as the mind. Hahn's been hitting the gym, alternating weight training with cardio conditioning.

"It's been a real journey," says Hahn. "As I look back I really can't believe just how soft I'd let myself become, and how much better I feel now. It's a creeping thing. It just gets you over the years and before you know it, you're a lump of goo. It took a lot of discipline to turn it all around, but I had the best incentive in the world. Riding this bike was inspiring me all the way, and I am so ready to get with the program now."

