



life in the fast lane

In the best of Aussie folklore, this small Brisbane team is building a backyard racer it plans will be a world beater.

STORY BARRY GREEN | PHOTO JIM MCEWAN

MORE PEOPLE HAVE gone to the moon than where RACQ member Trevor Slaughter is daring to venture: the twilight zone of bettering 400 mph (640 km/h) on earth.

The Queenslander's need for speed goes back nearly 50 years, to when the legendary Donald Campbell let him sit in his *Bluebird* land speed record breaker.

For Trevor, the resultant and ambitious project of building his own purpose-designed vehicle has been a work in progress: research got underway in 1985; design, three years later. For much of the time, he was on the move around Australia as a fitter and turner in the RAAF, a handy trade when your passion is constructing and racing dragsters.

But the pivotal moment to accelerate his land speed record pursuit came out

of left field. "I had a heart turn," Trevor explained. "Funny things happen at a time like that. I got to thinking, 'If I don't do it now, I may never'."

So, in 2006, construction of the so-named Slaughter Motorsport Streamliner started. Subscribing to the theory that 'before you can walk, first you must crawl', Trevor opted for a readily available engine as the power plant: a 3.0-litre, Toyota 2JZ unit, turbocharged and modified with the potential of achieving 1500 horsepower (approx. 1120 kW).

"With this (engine), the goal is to run 350 mph (560 km/h), thereby beating the official class record (F/BFS) of 347 (555 km/h)," he said.

Once this has been achieved, he plans to source and fit a GE T58 turbine engine (as used in the Iroquois military

helicopter) to provide the extra oomph to better Campbell's 403 mph (645 km/h) and, ultimately, American Don Vesco's all-time record of 458 mph (733 km/h).

"That would make us the first Australians to hold a world land speed record," Trevor said. "It would be great to do that here at home (South Australia's dry Lake Gairdner), but the history of Bonneville (in Utah, USA) makes it pretty attractive to do it there too."

With the streamliner "about 75 percent complete", Trevor Slaughter and his small band of five or so helpers are calling for assistance to fulfil their lofty ambitions.

"We need more hands and, especially, financial support," he said. "The challenge is not just climbing the mountain, but building the equipment to climb it too."

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