

LAND SPEED NEWS

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DRY LAKES RACERS AUSTRALIA



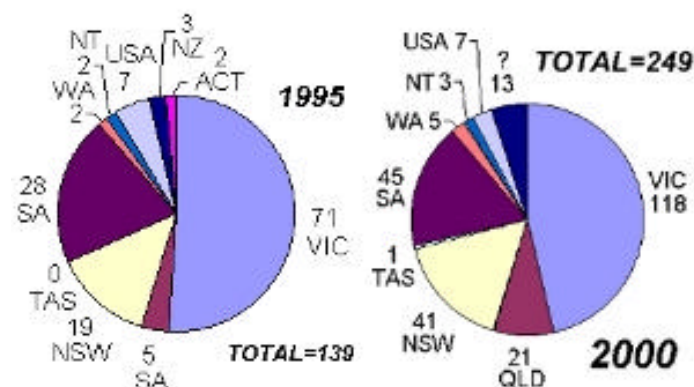
From the Editors Desk

Welcome to this, the first edition for DLRA subscribers. We will no longer be doing a mail-out of this newsletter to all members, rather only to those members that have paid their newsletter subscription. We'd also like to open this out to crew members.

El Prez

In the last newsletter some of the issues discussed were the club web site, the possibly starting State meetings and being active members of the DLRA. Well we've had a two out of three response, with phone calls from members in QLD, SA and NSW showing interest in trying to organise a Dry Lakes Racers Club meeting in the future, this is just what the club needs to keep the members interested and the club growing. All meetings will be put in the newsletter, State, time, dates and contact number.

Shown here is a graph on membership of the club by State and International members this gives some indication on our growth over the last 5 years, comparing the 1995 membership



to that of 2000. Maybe in 2005 we can look again?

On the subject of being an active member that's something only you can answer, so when your State starts the meetings, get involved and be an "ACTIVE" member.

DLRA web site: I contacted Greg Wapling and asked what the response was to his offer to help get you on the DLRA web site. I was very disappointed to hear that nobody had called. Greg has put in a great deal of time and effort, in setting up our web site (free of charge) and was offering his own time to set up a page on your salt-racers. Everybody has a photo of their race car, bike or truck and can tell a story on the how, when and why of it, so just scribble some words down, chuck in some photos and send it to Greg and show him that you appreciate his efforts.

"Wanted" at the last club meeting, Andy Jenkins asked if any member had or could get a diesel hand fuel pump. I had a phone call from John Smith (203) from Victoria, offering the club two pumps free.

"GOOD ON YA JOHN"

Also at that meeting a discussion on better use of our wastewater at the campsite. Wayne Mumford (78) phoned to say that he and Russell Mack (161) would look into it, a few weeks later I received an email; One wastewater recycling unit suitable for the shower wastewater complete with a 240v lift-pump. This means all grey water will be separated and cleaned, and used for washing vehicles etc. Also in their travels they came across a two bay shower unit with 240v hot water service, which they will paint olive green to blend into the environment, all of this was at the best price "free of Charge". So on behalf of the DLRA members, I say thanks and "BLOODY WELL DONE"

That's about it from me.

"Fast and Safe"

Wayne O'Grady

President

Ph/Fax: (03) 9786 1830 Email : ranchero59@ozemail.com.au

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Rod's Ramblings

An update on the VS Commodore!

Main chassis work is finished, extractors are made, steering fitted, brake master cylinder and lever fitted and tyre system arrived from the US along with the seatbelt, water pump and water tank half finished and the diff is well under way.

I have been speaking to Motec about a full dash and full onboard data system. We are setting the car up so we can run fuel and gas blown and injection. We still have a lot to do but are working on some part every day.

Bronze Aussie will be the name, as we will be painting it the popular bronze colour.

Regards
Rod.

Driving on the Lake

The pictures are an example of what happens if drivers get too close to the edge of the lake. This particular example was on the far side of an island that was being used as a platform to photograph the event from. Apparently the photographers mate decided to go for a bit of a drive, and got too close to the edge.



Whilst he was about 20 or 30 meters from the edge, the salt was only about 20 mm thick, and the Landrover just started sinking, and continued until it came to a stop. Under the salt surface, the lake is a salty mud that is practically bottom less. It is very hard on metal components, and I think a brake rebuild would have been required before too long. This particular incident happened about lunchtime Friday, and the driver jogged and walked about 4 miles to the timing caravan. Friday, whilst it was the warmest day of the week, was still quite mild by standards of other years.

He was in a very ordinary condition by the time he made it there, and I think should think himself very lucky the van was still on site, as racing had finished, and the track was being

packed up. No one from the DLRA had any thing long enough to tow them out with, and the best we could do was transport them to the canteen, and introduce them to the Andrews family.

Do not drive near the edge of the lake.



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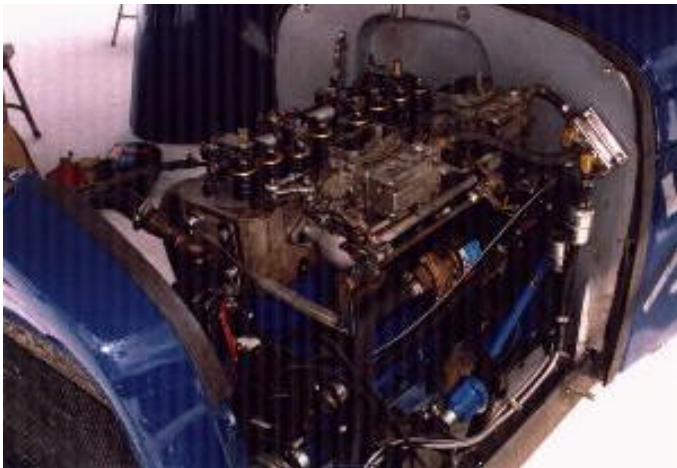
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Rea, Weir, Mumford & Sharpe

A lot of people involved in the D.L.R.A. will know Californian hot rodder Chuck Sharpe. Chuck now in his early 70's has been a hot rodder since his teens. Having been a member of the 4 Ever 4 club in the U.S. for many years now. He has raced a few cars over the years with his Ford C model 4 cylinder with Rutherford overhead valve head installed and has managed a best of around 130 mph with this engine.



Chuck has been to Australia a few times with his wife Nancy and has also got to Lake Gairdner twice and on one of those occasions he even got to run the Rea Weir Mumford #24 Gas Modified Roadster.

Something we (Rea Weir Mumford) have suggested to Chuck on a couple of occasions was for him to ship his engine to Australia and we would fit it into our car for him to race here. Well this is finally going to happen, Harry Wright of Castlemaine will be bringing the engine in a container he will be shipping here in a couple of months. We should get the engine in November some time, which will give us a few months to fit the engine to our car and to make the many anticipated modifications to our car with this engine.

We will all be looking forward to Chuck coming out and driving our car with his engine to hopefully a big speed on our 'great white dyno' in the outback of South Australia.

If anyone thinks they can offer any assistance, advice, parts or even sponsorship for this project please contact Geoff Rea phone 03 5127 2967 or Email whodaky@sympac.com.au or Chris Weir phone 03 5627 8446

Geoff.G.Rea

Race Dates 2001

The 2001 Speed Week will be conducted from the 5th - 9th of March 2001.

Rain dates are 26th-30th of March if needed.

Castlemaine ROD SHOP



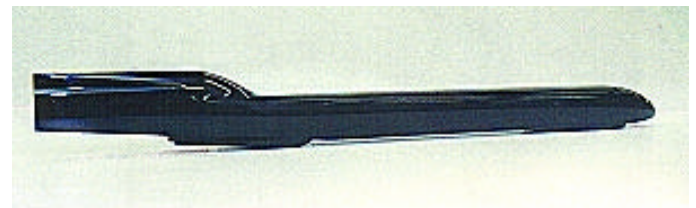
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www.rodshop.com.au

Target 550



This project is at this time on schedule. The following items are either done or completed as far as can be at this time.

Engines; 2 Keith Black Hemis complete with Whipple supercharges, Mallory magnetos, Crane cams, titanium valves, Webster heads, billet crankshafts, forged rods and pistons, special metal coatings on moving parts and all the other usual things that make good dependable 2500 HP motors.

Rear ends started out as Halibrand castings and after that become very involved. Arrow cut the 1.5 ring and pinions, there is pinion shafts, carrier spools, and a myriad of special parts involved in making this part a NON fragile integral assembly, good for ratios from 0.75 to 3.0.

Four Wheel Drive transmissions (2 are used, B&J is the builder) are planetary gear 4 speeds that are air shifted.

LAND SPEED NEWS



Clutches are multi-disc billet Crower units that we have been using successfully in our current car, the fastest open wheel car in the world (333.515mph) M/T tyres on it also. Tires are currently are the M/T 033011 18", wheels and related rolling parts are all finished and spares are on the shelf.

Chassis is 90% done and is a roller with all drive components at this time. The model has been modified on numerous occasions with the able assistance of an aerodynamics specialist who is an expert on the problems of air flow control. (Currently sitting in the wind tunnel waiting for numbers to be generated) we should be done with that aspect soon. Tunnel dates are the end of May 2000.

Basic car is over 40' long, 48" tall at the canopy and 36" wide is the max width at the nose. The vehicle has 8.61 sq.ft. of area at the nose. Chutes systems are in the hands of Bob Stroud as is other safety items.

Completion date is the fall of 2000
Conditions permitting, 550 MPH

P.S. I had intended to run my Lakester in your event this year, but other priorities have gotten in the way. I am delighted to see the results of the meet. Glad to see Dennis got some good runs in, he deserves to go fast.. What a piece of machinery. We will run the Lakester another year and debut the new car in 2001, hope that perhaps it could be there. That would be part of my life's dream.

Marlo Treit



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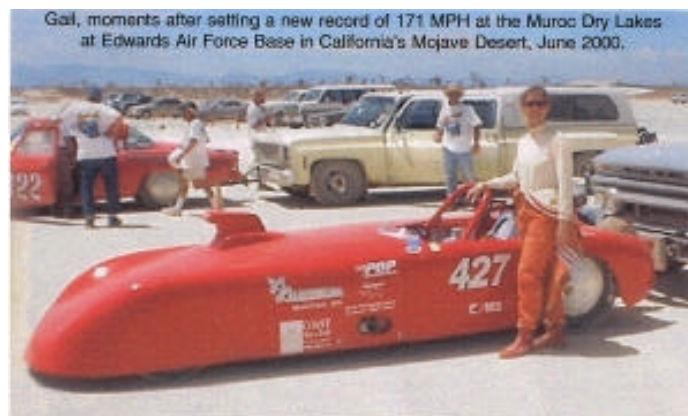
286 High Street Kangaroo Flat 3555 Bendigo Victoria

Telephone (03) 5447 7555 Mobile 019 333 314

Technical Inquiries: 6pm - 10pm 7 days.

New Members

Rod recently received a letter for membership and possible entry for the 2001 event from Gail Watson Phillips and Doug Odom. Based in Pismo Beach California. Gail and Doug are old hands at Land Speed Racing and have been competing since 1994. Both are members of the 200MPH Club, Gail at Bonneville and Doug at Muroc. Gail has been getting all the good oil about Lake Gairdner from long time roadster campaigner Chuck Salmen.



Their car began life as a 1959 Austin Healey Bug-Eye Sprite and now has a 283ci engine de-stroked to 258ci (for E class). Doug started designing the car back in 1993 and Gail and Doug have been together as a team since 1994. Gail set her first record in the little car at Bonneville in 1996 at 179.624

Gail aims to be the first female driver to set a record over 200MPH in Australia. They plan on bring out 5 crew including Gail's husband Allen. We wish her and Doug all the best and look forward to seeing them out here in March 2001.

DLRA at John's Picnic

The DLRA will be having a display on Sunday (5th of November) of John's Picnic at Pakenham Racecourse. Sorry about the short notice guys but it all happened pretty quick. What we need now are some cars for the display on the Sunday. Please ring Wayne O'Grady for more details. This is an ideal opportunity to generate some interest in what we do, but wait there's more!

With so many events on from now right through to Easter it's very hard to find time for a DLRA meeting. Thanks to John who has very kindly made a suitable room available. There will also be a short meeting starting at 1:00pm just to catch up on the latest news. If this is reasonably successful we will make it a regular event. The committee is already considering other events that we can also meet at.

DLRA State Meetings

We now have three members who will be helping to organise DLRA State meetings.

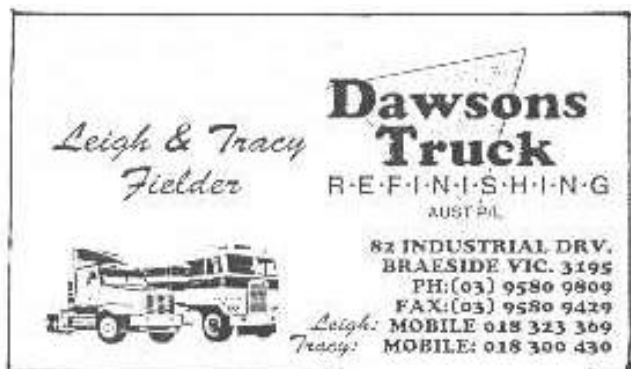
Congratulations and thanks to;

New South Wales	DLRA State Delegate Kevin Saville Ph: 02 465 5950
South Australia	DLRA State Delegate Peter Noy Ph: 08 8848 4261
Queensland	DLRA State Delegate Bob Ellis Ph: (AH) 07 3801 4050 Mobile 0418 733 191

Please call them and help organise your Dry Lakes Racers State meeting and become a part of the Fastest Motorsport in the World.

Next Issue

The next issue (8) of the newsletter will be summer edition in January 2001. Closing date for advertisements, articles and buy, swap sell will be 14th December 2000. Then there will be a special issue (9) for the Speed Trials distributed just prior to the event, probably the last week of February.



Leigh & Tracy Fielder

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Letters

Hi, from Queensland,
I've been a member for 2 years now, and doing everything I can to get to the Lake in March. The car is well underway. I'm building an XP Falcon Hardtop to run in D/GCC and C/GCC. It has a chop top, LJ Torana front end, L/H drive, small block Chev, Toploader, 9" rear, engine has been well set back.

Have also recruited another member and we are working as a team, Craig's machine is an ex-Top Fuel bike and will probably fit into A/G will be running a modified Suzuki engine. We'll get some photos to Greg Wapling soon, so you guys can see what we've been up to on the 'net. I've spoken to Wayne about a get together, so how about it QLD'ers as a proposed date of Saturday 28th of October.

I can be contacted 24 hrs a day on 0418 733 191 or 07 3801 4050 after hours or Fax 07 3801 4160.
Hope to hear from you soon.

Bob Ellis (202)

Jackets and T-shirts

DLRA T-shirts and Jackets will be on sale at the meeting, here's a great chance to pick up that T-shirt you were going to buy. Note there are only a couple of jackets left.

- DLRA collector T-shirts - \$20
- DLRA Club T-shirts \$20
- 2000 Event T-shirts \$25
- DLRA (letterman style) Jackets \$140

NOTE: There are still a few people who haven't paid for goods bought at the auction on the salt and for club jackets

Friends and Sponsors

We would very much like to thank Neil Stamp and Terry Clift for their recent very kind and generous donations.

Thank you very much also to the following sponsors of the DLRA Land Speed News.

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Photos and Stories

We are still looking for photos and stories to use on the team and driver profile pages. These will be featured on the DLRA website and some will appear in the newsletter. Here's a great opportunity to give some value back to your sponsors, or to give thanks and recognition to your hard working crew. Bring them along to a meeting, or; Post to Greg Wapling, PO Box 5317 Mordialloc VIC 3195 All contributions will be recognised and photos returned.

Buy, Swap, Sell and Wanted

WANTED

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DLRA WebSite

A major change to the web site has been to the records pages. They are now much more detailed and comprehensive and list all classes. However early bike classes cannot be completed due to the creative classes used. Usually missing engine size. Any bike record holders are welcome to contact Wayne or me so that we can sort these out.

These charts are now very useful for picking the gaps where there are no records and clearly identify whose going fastest and where.

Want to see what's HOT on the World Wide Web or maybe you want your own HOT website. Call Greg at **HIGH PERFORMANCE WEBSITES** on 03 9587 3061 or email gregwapling@hotmail.com

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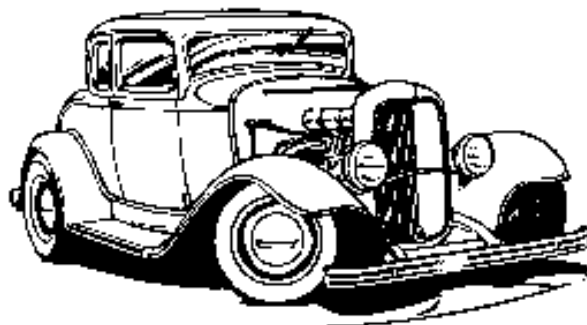
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LATE NEWS

TEAM DEMPSEY/VESCO RACING NEWS BULLETIN

Media Contact - Louise Ann Noeth at LandSpeed Productions
Ph/Fx: 805.445.8414
lanspeed@west.net

DON VESCO TRIES FOR PLUS 400 M.P.H. WORLD SPEED RECORD AT THE FAMED BONNEVILLE SALT FLATS

Brigham City, UT – Capitalizing on a pristine, 13-mile course, speed records holders Don and Rick Vesco of TEAM Vesco Racing, together with Ed Dempsey, are poised to set a new world land speed record at the famed Bonneville Salt Flats, October 18–21, 2000.

“We already hold the national speed record,” explained Rick Vesco, “It is way past time that the United States take back the world record from England.”

Vesco refers to Britain’s Donald Campbell who set the world record for turbine-powered cars in 1964 at 403 mph. TEAM Vesco’s “Turbinator” has exceeded that speed nearly a dozen times, but not during an FIA-sanctioned event. The high-speed time trials, conducted by the Southern California Timing Association (SCTA), will host officials from the international record governing body Federation Automobile International (FIA).

All eyes are on racing veteran Don Vesco, 61, who has held the World Land Speed Record for Motorcycles three times and drives the Turbinator. He is expected to break the existing World Land Speed Record of 409 m.p.h. for wheel-driven cars currently held by friend and competitor Al Teague of Brea, CA, but the Burkland family “411” and White family “Spirit of Autopower” streamliners have turned in plus 400 mph runs as well.

“Our friends have shown us that they are capable of 450mph,” mused Don Vesco, who together with his brother, Rick, have their sights locked on the elusive record, “I know we are capable of such speed, especially with the freshened Dempsey engine in the car.”

Turbinator relies on its 850 pound, 3,750 horsepower turbine engine for stunning power-to-weight performance.

“We already own the World Record for electric-powered vehicles,” remarked Ed Dempsey, “The turbine engine is just another direction to obtain big speed numbers. We want to push the technology envelope, generate a competitive playing field and have fun in the process.”

If successful, TEAM DEMPSEY/VESCO Racing will bring the coveted speed crown back to the United States for the first time in almost four decades. Having already set a new national land speed record of 427 M.P.H. in October 1999 during SCTA World Finals, the World Record is within reach.

Designed and built by Rick Vesco in Brigham City, Utah, Turbinator is 31-foot long, streamlined racecar measures a mere 32-inches tall and weighs 3,374 pounds. Operating on kerosene gas, or diesel fuel, the engine consumes 6.5 gallons per run and drives all four wheels through 10 universal joints.

Champion rider Don Vesco currently holds 18 motorcycle and 5 automotive records and held the Motorcycle Land Speed Record for 19 years at 318.598 m.p.h. The brothers Vesco have been racing at Bonneville since the late 50's, baptized in speed by their racing father, John Vesco, and are both members of the prestigious 200 Mile Per Hour Club.



The speed needy brothers formed TEAM Vesco in 1988 and campaigned a variety of power plants before switching to the gas turbine in 1993. In 1999, running the Dempsey World Record Associates-supplied 7-stage Avco Lycoming T55-L-11ASA shaft gas turbine engine mated to the TEAM Vesco custom-built reduction gearbox, the partners reached a top speed of 435.780 m.p.h.

The Turbinator crew are: Paul Busta, Lee Burkey, Sonny Caster, Lonnie Christensen, Ed Dempsey, Elliott Estrine, Skip Hedrich, Clark Kane, Gorden Menzie, Lance Morris, “LandSpeed” Louise Ann Noeth, Rob North, Nick Pappas, Chris and Ed Shearer, Brad Sheire, Don Vesco, Rick Vesco and Gary Wilkenson.