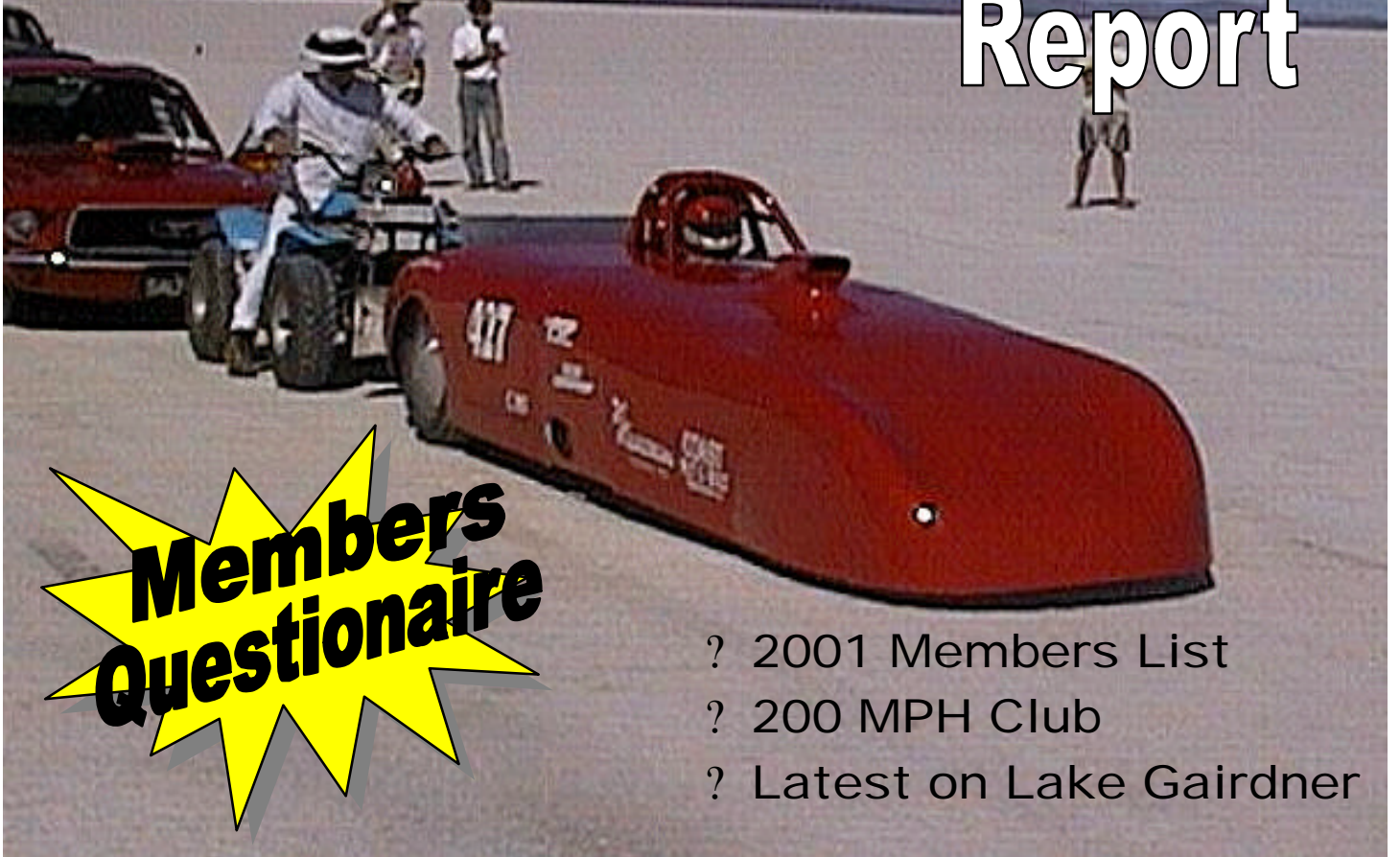


# SPEED TIMES

ISSUE No. 10  
July 2001

## 2001 Speed Trials Report



**Members  
Questionnaire**

- ? 2001 Members List
- ? 200 MPH Club
- ? Latest on Lake Gairdner



Rod Hadfield's New Commodore



John Lynch – 272.809 MPH  
Top Speed for the Meet

# Dry Lakes Racers Australia



## Contents

Presidents Report – El Prez	1
Minutes of General Meeting	5
Treasurers Report	7
Stewards Report	7
Rod Ramblings	8
Race Report	9
Race Results	11
Auction Results	13
What a course takes	13
New DLRA Rulebook	13
200MPH Plus	14
Lake Gairdner Update	14
Important Dates	14
Questionnaire	15
Change of Address	15
Competition Licence	16
DLRA Website	16
Membership List	16
Merchandise	16

### Membership List

President	Wayne O'Grady
Secretary	Rod Hadfield
Treasurer	Rod Hadfield
Public Relations	Paul Dass
Editor / Web Site	Greg Wapling

Chief Steward	John Broughan
Starter	Gus Gurzansky
Assistant Starter	Jeff Steer
Timer	Peter Noy
Assistant Timer	Roger Voit
Steward	Gary Anderson
Scrutineer	Phil Arnold
1st Assistant Scrutineer	Lennie Souter
2nd Assistant Scrutineer	Steve Charlton

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# EI PRéZ

**Wayne O'Grady**

To the members

Well the 2001 SPEEDWEEK has been and gone, to all those concerned with the event, John Broughan the Chief Steward, our track staff, the committee members and the many volunteers. Because of your efforts the 2001 Speedweek was a success and without you the event wouldn't happen.

So to all MANY THANKS.

The week has lots of highs and its share of lows.

## HIGHLIGHTS

? Keith Stamp

Back in the drivers seat of his beloved 32 coupe, the first run was full of "hot rodder" but to Keith's credit he showed the experience of years of racing and settled down in His new racing career, laying down some consistent passes over the next few days. Stampy great to have you back "LEADFOOT"

? John Lynch

Another fastest run of the trailer (bus) 272mph and a missing blower belt, becoming a habit John, well done. Great to see "Blowerbelt John" handing over the driving to crew chief Rex Nesbit and after a few licensing re-runs (timing equipment?) Rex did a pass at 230 mph, heard that Rex had some problems with the Blower belt. He didn't know how to tell John it was still on.

? Rod Hadfield

They have built a world class race car, that is a tribute to all those concerned with its construction .The "BRONZE AUSSIE" didn't put afoot wrong during shakedown and licensing runs posting a 229mph before unknown engine problem forced it's early retirement .Hope luck is on your side in 2002.

? Chuck Sharpe

Our "OLDFART" (friend) running his loved Model A Ford engine in the tracknose roadster of Wier / Mumford /Rea .The boys did a fantastic job of fitting the engine looked like it had been in there for 50yrs,they had a few problems but Chuck showed the young-ins how to relax when racing, great to see it all come together for the team.

? Chief Steward

Seeing John and his brother Paul never give up on the dead 4cyl lakester all week.

Finally cracking 100mph barrier even when, only three pots were working.

? Brian Nicholson

The excitement on Thursday of the " Moe Boys" when Brian laid down a 180mph, in a stock body XA coupe ,the coupe was really singing. On the Friday the driving was given to Mick McNally and he replied with a 181mph.Welldone Boys! The 200-mph is starting to look mighty close?

? Queenslanders

They showed up in force, having the largest numbers of entries and helping all week. Waving the DLRA flag in QLD this year."Thanks to all"

? What you see

Early in the week standing at the start line, looking across seeing three motorcycles side by side ,Indian, Triumph and Vincent ,all the riders talking bikes and thinking to myself something's never change they just comeback.

? The Dawsons

The fortunes of racing, after all the crap they went through to get to the Salt from Qld (Emerald) and arriving late on Wednesday only to find out on Thursday morning the gearbox was jammed in the 53 Stude, John was ready to chuck it in, pack-up and go home.....In walks Lionel West, no problem John lets just rip it out and repair



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it. Lionel had the repair done late Thursday and John only had time to run the car on the warm-up track, the course was closed. The Track staff heard of their problems. All agreed to keep the track open on Friday for John and Debra to do some licensing passes no matter how long it would take. On Friday both John and Debra got 150 mph Licenses. Well done to all, your efforts show what the DLRA is all about.

#### ? The Americans

It was great to see another US team come to Lake Gairdner, running and breaking their own records on our salt. The Red Austin Healy laying down a 205mph with a small block, then a big block engine change 220mph was impressive. To Gail, Allan, Doug and Wayne it's a pleasure to meet you. Thanks for everything.

#### ? Merchandise

? Thanks go to Judy Mc Allister for selling all of the Clubs merchandise over Speedweek.

#### \* THE PARTY

At Port August, thanks to Doug and Wayne (Americans) for the BBQ, by supplying the food and labor, a meal of US culture (hamburgers) very nice too, seeing everybody having a good time till the early hours of the morning, had a great time.

#### ? PANIC!

In the morning seeing the panic on the "Moe Boys" faces when they couldn't find the "ESKY", as luck would have it the El Prez was doing his job and cleaning up after everybody and put the esky in a safe place, maybe I could have held it for ransom.

This was just some of the highlights over the week and many more worth telling these will be shared over the year by many.



#### THE LOWS

Speedweek 2001 had its normal share of problems that seem to come from nowhere every year and never the same as previous years. Even the best planning doesn't help, like the water for the camp not arriving on time, after confirming the booking pre-race at 6,4 month intervals, then the week of speedweek didn't make a difference. I guess 200 thirsty people in the outback doesn't have any importance.

This created other issues due to the lack of water, no toilets, showers, pressure washer at the lakes edge and a lot of thirsty people. We sort out this problem, finally the water arrives 4 days late, they advise us the rest is coming, Wednesday we run out again by this time it's obvious they don't really care and it arrives late Thursday.

All during this time were trying to get the track running smoothly. The race track this year had a mind of its own, at the 4 mile we had 3 speed humps crossing the track about 3 inches high a foot across at 30 degrees to the course, it would take 5 hours to remove and prepare the course in this area alone as the surface was like concrete, then late Tuesday this area started to break up. Then every afternoon the surface would turn mush foam, this cause it to continually need checking, dragging and some repairs for safety each day at sunset then sunrise.

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# DLRA General Meeting

## - Minutes of Meeting

Then some racers had handling problems due to the higher speeds and track conditions, causing spinouts and the odd removal of timers, again the track has to be closed and check for damage, debris etc, sometimes needing to be dragged. They are just something's that go on daily. But during all this one area I wasn't happy to see and here was how quickly people complained, walking around with the attitude "I want to race", "Hurry up", "What's going on", "Your not doing enough", "Your doing it wrong" or "the program said this".

People caring on like this doesn't help the situation one bit. Many don't even know the facts or any idea of what is involved to run a land speed course. The staff and volunteers work long days, with hardly any breaks in trying conditions so you can race, but many expect it to be perfect, some compare us to SCTA and Bonneville.

The fact is people were not even in the same league yet. One day we will, but first you half to grow, this is only the second time the Club has run the full course, surveyed 9 miles and 3 miles of timing equipment We can learn our mistakes and the past, we need to grow at our own pace.

In time, with years of racing experience at Lake Gairdner it will happen. Unfortunately everybody seems to have the answers and few are willing to back this up on the day or over the year by helping the club. Many forget that this event is in the middle of the outback in a remote location, we don't have 53 years behind us or multiple events each year,

In time we will learn and get it .If people keep critising or trying to lay blame, it will be fatal to the future of the Dry Lake Racers of Australia as this will only give the track staff, committee and volunteers the impression that is all their fault and they will leave. The real picture is without these people the DLRA wouldn't have got as far as it has and have a good look at what we achieve in the few years.

In the next issue we hope to have more information from the other states and what they are up to. (Whyalla Boys, and the Crown State of Whyalla)

Your President  
Wayne O`Grady

Time: 6:30pm Date: 08/03/2001

- ? Venue: In the Pits on the salt
- ? Present: Not enough for a quorum
- ? Apologies: Lucky Keiser
- ? Visitors: Yes
- ? Minutes of last meeting: Not read.
- ? Treasurers Report: none
- ? Stewards Report:

Meeting has run very smoothly. We need people to stay out of scrutineering. Only those directly involved with the vehicles in scrutineering should be in the immediate area. We need to provide shade for the racers and the starter at the start line. We also need to provide shade for the firecrews who sit out in the direct sun in their vehicles for hours on end.



- ? State Meetings:  
The Queensland guys are doing a promotion at the Queensland State Hot Rod Show.
- ? Newsletter / Website:  
There will be a new larger format for the newsletter starting with the race issue. Thanks to Greg for all his work with the newsletters the race program and the web site.
- ? Inward Correspondence:  
None
- ? Outward Correspondence:  
None
- ? General Business:  
The meeting was then thrown open to those present for their comments
- ? Wayne indicated that there was not enough members for a quorum for the AGM. If we were to have the AGM at the salt next year we should consider making use of a Proxy vote system for those that were not there, also that the AGM should be changed to Tuesday, and held before

the Auction. Another alternative would be to conduct the AGM by correspondence, or hold State meetings.

- ? Chris Baxter from the National Parks came on the Tuesday and was very pleased with what he saw.
- ? There was a suggestion to make a wider race track, the problem with this is that it becomes too wide for the camera beams leading to increased failure.



- ? The Andrew's family asked that vehicles leaving the salt for the last time are thoroughly washed, and any salt that fell from vehicles could we please pick it up. They had also noticed a lot of tabs from drink cans on the salt and around the camp.
- ? Kevin Saville asked that the pump is better looked after, often it was left on. There needs to be a better tank system.
- ? There are heaps we can all do to better promote the event locally as well as Statewide, Nationally and internationally. However we also need to consider do we want a whole heap of people here. How would we cater for them?



- ? We can spend more money on marketing as the cost to run is relatively very cheap compared to other motorsport.
- ? We need to get a new drag, the one we have is not heavy enough and can not be adjusted to

suit the conditions, plus when we have to pack up it always gets damaged.

- ? Peter Noy indicated that we may have to buy some new battery packs before the new meeting as the current ones are getting old and not holding a charge like they used to.
- ? The problem with the water was that the company did not deliver when they were supposed to. Bookings were confirmed twice in the lead up to the event, but still did not turn up and the right time. We also used twice as much water as what we did last time, we may have to consider automatic shut off taps or timers for the showers.
- ? It was recognized that there is a major safety concern with amount and method that fuel is transported to the event. The DLRA will look at bringing all the fuel required to run the event. This would include diesel and petrol for the generators, as well as petrol and avgas for the competitors.
- ? The DLRA needs to keep the Andrews family more informed as to what's happening.
- ? There needs to be a review of the total cost of running the club.
- ? The committee will be looking to set up a job card system for next year. With a view to documenting everything that is to be done.
- ? We need more volunteers! The whole event is put on by a handful of members. If we can get these helpers from with the club we should look to outside organizations, paying them if we have to.
- ? Thanks to Trevor for setting up the PA system it was great and certainly made the running of the event that much easier.
- ? Thanks to John Broghan and his brother Paul for arranging the bus and the use of it during the week.
- ? Thank you very much to those people who help set up the course.
- ? Thank you to those people who stayed behind and helped pack up.
- ? Raffle:
- ? Next meeting:
- ? Meeting Closed: 8:45pm

# Treasurer's Report

## Carol Hadfield

The current balance in the account is \$20,657. There are still a number of bills to pay out of this. For example we were completely cleaned out of all merchandising at the salt and all of this will have to be restocked. The new rulebook will also be a large expense. (And this newsletter, which will be fairly costly to send out) At the next meeting there will be an updated treasurers report.

# Stewards Report

## John Broghan

Well it's been a big year for me in many ways, and land speed racing is one of them. After last years meeting, I decided that a small belly tank was my sort of car. A tank was found up near Bright, on the only day in memory where it snowed all day. July was spent stuffing around and thinking about how do build it and what to use as components. August was started by looking at how much time was left to go, and the thought that if the finger wasn't pulled out, we wouldn't make it. Well we did make it, although the car wasn't quite finished when we loaded the trailer. But I had decided that I was attending the meeting with my race car, and would be going down the track even if I had to push it (well not quite, but it was a close thing, and only marginally faster).

Well enough of the chit chat, I would like to start this report by issuing thanks to those that have assisted both me as steward, and the club in general for the running of the meeting. First up I would like to thank Wayne for the organization that went into the meeting, and also for giving me time during the meet to race the car. I know he was looking forward to a quiet time this year. Peter and Roger did a great job in the timing caravan, along with club animal for recording the times in the pits. Jeff as starter, and Chris for volunteering for an afternoon when Jeff had to leave, and ending up doing it for the rest of the week. I would also like to thank the CFS crews for sitting in the sun in their overalls, while we had fun, and not losing their sense of humour.

All the crews and visitors who helped setup and clean down the track, as well as the hundred and one little jobs that had to be done during the week. It takes a remarkably large effort to run a 5 day race meeting.

I thought the meeting was very smoothly run. There was a problem with a part of the track, but using a natural surface 9 miles long, you will be lucky to

not have some area of it that is not quite up to scratch. The startup takes longer than we schedule each year, but I think the job card system that Wayne is preparing will help, in that we will be able to give tasks to willing volunteers, and the card will describe what is needed. This should lighten the load on experienced crews, and allow newer crews to participate meaningfully. Even with the late start, and this did cause some comments, there was not one car that did not get as many runs as they wanted due to the late start. This is one of the advantages of a 5-day meet. The new brackets to hold the timing lights worked great, with no holdups due to the timing lights being blown about by the wind, although they still aren't very effective against 32 Fords. We are now desperately short of spare lights and receivers, and I think one more accident will give us no spares at all. The new method of marking the track with the folded cardboard was excellent, and I don't think the line marking will be needed again. The marking of the return road was not as good, and it needed more markers, some probably with the flat side facing the track to stop drivers crossing it without realizing. The pit layout and position was good, with good views of the cars on the track. It could have been a bit closer, and this will be discussed before next years meeting. One problem with the location of the pits is the effect it has on the canteen when everyone seems to turn up together. The location of the portable toilet always seemed to be upwind! It's like the smoke from a campfire, no matter where you went it followed.

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From what I saw in scrutineering, I think drivers need to pay more attention to the rulebook when building, or modifying their cars for the salt. There were a few cars that I really wondered if the rulebook had been open more than a couple of times for a quick look. Some of these were sent away for instant modifications, and some were let through with logbook entries of things to be sorted out for next year. I think drivers must understand that there could be serious consequences for the club and officials if the rulebook is not followed and something untoward happens. I am hopeful that we will have a series of articles on the web site that will assist prospective racers in what we expect from them in terms of car and safety equipment. The lake is a long way from anywhere, and you can't rely on the flying doctor to be in the area, and swoop down and fix you up.

An interesting observation was that although the entries were up on previous years, this meeting seemed to have the most new starters that I can recall, and conversely, the most number of members who didn't come back. We certainly had a wide range of entries, and I would think the two extremes would be Cled Davies in his 1917 Dodge speedster and Rod Hadfield in his new Commodore. Personally, I had a great time, and after all the hard work to build a car from scratch, get it there, and race it (slowly), it has been a bit of a let down since. The car is untouched, as other priorities are dealt with, but I am certainly looking forward to next year, and with a new set of valves, and a bit more preparation, we might even get to go fast.



*Empty Pockets Racing - There's always next year*

## Just think about it

Fastest time of the meet, John Lynch did a 272.809MPH. This is equal to 400.1199 feet per second (average over the measured mile) That's about 8 house blocks every second, given most people reaction times, if something goes wrong, you've gone a whole suburban street before you've even figured what to do.

## Rods Ramblings

### Rod Hadfield

Last week I read Larry O' Toole's article on this years meeting in Australian Street Rodding, I see Cruizin has theirs out, courtesy of Geoff Rea, Bonneville Racing News has covered it, Street Machine is going to do one and the HSV magazine Excelerate have done an article on the CRS Commodore. All agreed it was good, but of course, those that were there know that. Gail Phillips, our delightful U.S. lady driver arrived home safely as did their car. She wrote the Bonneville Racing News article, I sent her the 200 mph club sticker and a Kangaroo Sticker with Lake Gairdner on it, the same as was on the Aussie Desert well run Roadster. Gail was over the moon when they arrived and now has them on her car, she wrote me a nice letter of thanks, sending me a very cheeky poster and I believe Andy Jenkins received one also. I have had the poster laminated and will hang it in our display area.

Ray Charlton's run in the '32 Roadster must surely be one of the most inspiring runs and is a great effort in a very difficult class. Then there is the Insalt Suzuki, 100mph in a matchbox was another great effort, but of course nothing beats the sound of John Lynch screwing that KB, and considering it is the same car basically unchanged from when it was first built it is truly amazing that it does everything right.

We pulled our engine as soon as we arrived home to find one bore had not been honed, the rings built up heat, expanded and pulled the piston apart, thus letting the conrod loose taking a large lump from the block in the bore area, part of the sump rail and main cap, also the cam and lifter gallery and apart from severe head damage, all was well (bugger!) However, we are working away to re-do it but it will be a mammoth effort. On the car we have cut the front to give more clearance at speed, with the onboard suspension monitoring system we knew how far ground force was pushing the car down at 230mph, so we were able to set up the car on the workshop floor, representing that down force and we found that if we kept going the front would have been into the salt. We have also reworked the rear suspension, the water system and the whole dash/firewall has been made removable for easy motor access and if we keep at it we should be ready for some big numbers next year with only one more licensing pass to do first up for Lionel West, my co-driver and mechanic, then all the effort will be worth it.





What do salt racers around Victoria do when there is nothing else going, can you believe race billycarts! Can you recognize Leigh Fielder sitting in that oversized rat, or myself, John Lynch was driving as was Lionel West in their carts and Aussie Norm Hardinge was also steering mine. All this action was at the Castlemaine Billy Cart Derby on May 20<sup>th</sup>. My cart with both Norm and I recording the same speed (Police Radar 57kmh), and although another cart went 58 kmh we got the fastest time. 115 entries fronted on the day, the event is held each year, so if you think you have a cart that can pass the scrutineering check, some form of braking and steering, be there next year.



Carol, my wife and our Secretary/Treasurer has been doing a mountain of paperwork (every week requires time) accounts to pay, reports to write, banking, minutes and accounts to be sent out, so if you owe money on our auction list which is in this newsletter, please make her job easier and sort it out, remember, we need this income to get next meeting happening.

Mike Davidson has the mould almost ready for shipment from the U.S.A. for his new streamliner and Leigh Fielder is also getting a body off it when it arrives.

The DLRA Speedweek badges that Robin Czech makes are super neat, especially when mounted with a plaque saying "Aussie Desert Cooler, Land Speed World Record, B Gas Roadster, 171.83 mph, Driven by Rod Hadfield. I must thank Norm and Vicki, it was a very touching thought and thanks for opportunity to drive the record run. Thanks also to those whose efforts often go unrewarded, the timers, scrutineers, starters, those who prepared the track and the camp etc. I for one can't wait for next March and to see all the members that we only see once a year. I have received quite a few phone calls from other interested parties, so lets get working on our cars so we can have another good one.

## Race Report



*The Moe Boys*

This year's event was a huge success, with 36 vehicles and 55 drivers making the trek to Lake Gairdner. There were several best speeds attained, many licensing passes achieved and even a world record. Most notable were the 205MPH by Gail Phillips in her little Austin Healey, the 181MPH from in the Moe Boys XA Falcon Coupe. There were also several new members to the "Spin Doctors" club, Bob Bowman was the first, then Keith Stamp the obliged the crowd on his first pass and in the same car Steven Stamp and Greg Hamilton. Many new cars made their debuts this year including Rod Hadfield's new Commodore.

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The "Spin Kings"

The track was not as good as it has been in other years with some drivers describing the surface as looking like a moonscape, covered with little (and not so little) craters. The drag that was used to prepare the track was only mildly successful in removing these. There was also a set of humps just after the start of the 3-mile and the 4th mile. Many drivers choosing to use the full long track to attain their best speeds.



The old Triumph

Most of Monday was taken up with track preparation and setting up of the timing equipment with a couple of shakedown runs later in the day. There was a record 83 passes made on the Thursday.



Gary Myers just prior to his 170 MPH pass

The weather was hot, most days hovering around the 100 degrees F mark with about 36% humidity. The winds in the morning were usually slight and from the north, in the afternoon these would swing around to the east and become stronger and gustier with the track being closed on the Wednesday afternoon. Typically Friday provided the best conditions.



Phil Civim

## WANTED

**Photos and especially video footage from the 2001 Speed Trials.**

We want to put together a video for sale and to promote the DLRA and Land Racing in Australia. Here's your chance to be a part of history, make sure you, your vehicle or your team are a part of it. Please contact Wayne O'Grady Ph: 03 9786 1830

*Leigh & Tracy Fielder*

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# Race Results

## Results of Speed Trials 2001, March 5th - 9th 2001 - Peter Noy, Chief Timer

Car #	Member	Mem #	Class	Vehicle	Monday 05/03/01	Tuesday 06/03/01	Wednesday 07/03/01	Thursday 08/03/01	Friday 09/03/01
3	Rod Hadfield	3	AA/FALT	1996 Holden Commodore	95.663, 130.020	161.666	229.767		
3	Lionel West	272	AA/FALT	1996 Holden Commodore		151.057			
8	Graham Cain	249	E/PRO	1973 LC Torana	102.939, 99.803	111.331	115.562	113.950	
8	Norm Golgerth	250	E/PRO	1973 LC Torana	100.724	113.392	112.062		
8	Leo Monahan	271	E/PRO	1973 LC Torana		113.708 (125L)	109.356	109.356	
23	Bob Ellis	202		1927 Ford T Bucket				68.610 (125L), 74.255	
24	Geoff Rea	5	V4/GMR	1924 Ford Roadster					
24	Chuck Sharpe	273	V4/GMR	1924 Ford Roadster		122.050	DNF	115.681	
32	Ray Charlton	196	C/STR	1932 Ford Roadster		162.660		170.648	
32	Kevin Parker	164	C/STR	1932 Ford Roadster		160.056	164.203	163.339	
34	Norm Harding	201	B/GR	1934 Ford Roadster	152.73, 150.363	139.103	162.572, 140.537	168.792	
34	Nev Anderson	276	B/GR	1934 Ford Roadster			138.867 (125L)		
34	Peter Cumes	279	B/GR	1934 Ford Roadster		120.032 (125L)			
34	Roy Brand	277	B/GR	1934 Ford Roadster				119.540	
34	Rod Hadfield	3	B/GR	1934 Ford Roadster				171.8	
39	Peter Arundel	275	650 P/VF	Indian	100.312, 102.459	94.458	95.673		
60	Kevin Saville	60	E/BFMR	1927 Ford T Roadster			128.700	126.840	
67	Mark Hadfield	44	D/PRO	1967 Ford Mustang	158.674		161.377, 160.800	167.161, 162.748	
70	Craig Hartman	268	A/P			110.728	125.139 (125L)	DNS, 127.75 (150L), 139.146	144.415, 147.058
80	Allan Murchison	80	AA/GS	Streamliner		151.725			
82	Peter Wilmer	82	1350 P/P	1995 Trimuph Daytona	136.759				
92	John Lynch	92	A/BFL	Bellytank		272.809	87.429 (Blow)		
92	Rex Nesbit	46	A/BFL	Bellytank			87.429	95.01 (150L), 230.957	
114	Steven Stamp	214	C/GMR	1929 Ford Roadster	140.219, 137.719			115.681, 140.890, 132.615, 138.00, 146.603	
114	Greg Hamilton	238	C/GMR	1929 Ford Roadster		149.551	136.944	145.560	
114	Mark Dunn	212	C/GMR	1929 Ford Roadster				147.758	
131	Brian Nicholson	131	C/PRO	1973 XA Falcon Coupe			170.180	176.101	180.405
131	Micheal McNally	158	C/PRO	1973 XA Falcon Coupe			164.248		181.689
131	Steven Morris	188	C/PRO	1973 XA Falcon Coupe		162.023	164.238		
131	Brendan O'Reilly	191	C/PRO	1973 XA Falcon Coupe		172.331		169.454, 174.308	
132	Mark Dunn	212	C/GMR	1929 Ford A Model Roadster		130.420		137.330	
132	Keith Stamp	114	C/GC	1932 Ford 5W Coupe	Spin		84.642, 109.239	112.320	
132	Steven Stamp	214	C/GC	1932 Ford 5W Coupe		130.999 (spin)			
132	Greg Hamilton	238	C/GC	1932 Ford 5W Coupe	99.374	142.834	109.329, 148.000, 144.764	140.8, 147.86, 115.09, Spin	

132	Don Noble	281	C/GC	1932 Ford 5W Coupe				T.B.A.	
147	John Hanson	147							146.914
150	Peter Vansttart	150	650 MPS/VF	Trimuph	109.157, Shutdown			93.619, 93.691, 92.099, DNF, DNF	
151	Steven Charlton	151	C/PRO	1972 Ford GT Falcon	147.680	152.361	149.179	157.000, 158.481	
157	Brendan Collier	157					no start, 142.834	142.360	133.234, 136.446, 142.202
205	Bob Prior	205	750 M/G			86.705 (125L)	136.219(125 L)	136.330 (150L), 118.185	
211	John Broughan	211	G/GL	Belly Tank				57.034 (125L), 88.183	111.344, 110.236, 108.208, 112.306
211	Paul Broughan	259	G/GL	Belly Tank				84.277	97.911
222	Leigh Russell	222	J/BGC	1984 Suzki Hatch			107.244, DNF	102.848	102.142, 98.417, 109.074, 107.871, 112.324
228	Stuart Lappin	228	P/P 650	1998 Honda CBR	151.821, 155.185	154.479, 154.639	155.925		
231	John Dawson	231	A/GALT	1953 Studebaker					141.442 (150L)
231	Debra Dawson	258	A/GALT	1953 Studebaker				121.736 (125L)	138.931, 141.442
234	Mal Hewitt	234	1350 M/VG	1950 Vincent Rapide	120.724, 123.779		120.336	103.674, 124.533, DNF, 122.532, 122.532	126.957, 123.034, 129.124, 117.386, 123.524, 126.671
241	Micheal Hite	241	1350 M/PG	1987 Harley Sportster				113.280	133.769, 117.13, 133.769
244	Tony Berthun	244							106.007, 120.918, 135.460
251	Llyod Johston	267	C/MP	1963 XM Falcon Ute	95.819, 95.006, 95.006	118.561, 74.025 (Blow)			
266	Gary Myers	266	D/BGC	1967 Ford Mustang		119.225 (125L), 146.914 (150L)	155.440, 162.132 (175L)	170.003, 167.910, 162.191	
270	Cled Davies	270	V4/STR	1917 Dodge Roadster		66.303, 69.772	68.571		
274	Nick Brown	274	D/PRO	1975 HJ Holden	106.445, 132.722	147.299, 158.478	155.925		
305	Bob Bowman	194	D/GMR	1927 Ford Roadster			139.211 (175L)		
305	Ray Cooke	237	D/GMR	1927 Ford Roadster				147.831	
305	Terry Maloney	215	D/GMR	1927 Ford Roadseer					
305	Trevor May	216	D/GMR	1927 Ford Roadster					
305	Neil Jaccups	217	D/GMR	1927 Ford Roadster					
427	Gail Phillips	254	E/MS	Austin Healey		173.443	194.216, 205.538		
427	Doug Odom	255	C/MS	Austin Healey		Shutdown		110.388, 220.237	
613	John Pudney	173	1000 M/PS	1981 Kawasaki			166.481		
766	Phil Arnold	140	500 A/F	1986 Bike	116.817	110.619	104.772	DNF, 103.14	

1928	David Waight	155	V4 G/MR	1927 Ford T Roadster	86.596	82.895	82.169	83.163, 84.210	
	Bob Prior	205	1000 M/PS	1972 Suzuki					
	Chris Hanlon								
	Southern Rescue			Toyota Landcruiser		86.070			
	Northern Rescue			Toyota Troopcarrier		51.062			

## Auction Results

This year's auction was another outstanding success, both in the quality of items received for auction and the very spirited bidding for some of the highly sought after and collectable items. Thank you to our Auctioneer Animal ably assisted by John Broughan and to all of those that participated. Thank you for all those that have sent in their pledges, we have list of those accounts still outstanding, please send your money in or expect to see your name in print.



Here's Dave Dooley securing another signature for some his collectibles at the auction

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## What a course takes

- ? 40 miles (64Km) of track and return roads
- ? 13 miles (21Km) hand laid timing wire
- ? 400 course markers covering 18 miles (30Km)
- ? 150 return & start line markers 25 miles (40Km) all held down with 1100 nails
- ? 100 witches hats
- ? 2 miles (3kn) safety barrier tape.
- ? Dragging the race course top speed of truck 13 mph (20km) any faster and this will damage the course surface.
- ? One pass takes 45mins (scraper is 10ft wide)
- ? Track is dragged 100 ft wide (race track 80 ft at the markers)
- ? 40 passes to drag the complete track once
- ? Takes over 30 hours for 1 drag of the track
- ? Drag the course equals 360 miles (579Kms)
- ? Track is dragged a minimum of twice each meet
- ? Plus 25 miles (40Km) of return & start line roads
- ? DLRA traveled over 1000 miles (1600Kms)

## New DLRA Rulebook

The club has approached Graffiti Publications to Compile the very first DLRA Rule Book. This will be based on the SCTA rules, modified for Australian conditions, (Safety Equipment etc) and Aussie Ute class, with all records including Bonneville, EL Mirage and Lake Gairdner. The club has ordered 50 SCTA rulebooks to cover members requirements until the new book is published.

## Lake Gairdner Update

Department of Environment and Heritage and Aboriginal Affairs Inspectors have been out and checked the lake, they were very pleased with what they found (or more importantly didn't find) and we have had our bond returned. All looks well for next year.

## 200 MPH Plus

We would like to recognize the efforts of some of our members who bettered the 200MPH mark this year.

**#3 Rod Hadfield – AA/FALT - 229.767**

**#46 Rex Nezbitt - A/BFL –230.957 MPH**



*Here's Rex framed in the windscreen of the lakester*

**#254 Gail Phillips E/MS – 205.538 MPH**



*Gail on her way to her new record.*

**#255 Doug Odum – C/MS – 220.237 MPH**



*Doug getting strapped in by Wayne Phillips*

## Important Dates

**DLRA Speed Trials 2002**

**11<sup>th</sup> - 15<sup>th</sup> March 2002**

**DLRA General Meetings for 2001**

22<sup>nd</sup> July – Sunday 11:00am  
Norm Hardings factory.  
350 Murray Road Preston

October – Rod Hadfields  
Rod Shop, Chewton

December – Chris Weir's,  
Moe

## Format of the Event

The committee is proceeding with developing a job card system to ensure that in the future all competitors share the workload of conducting the event. Members will be advised via the newsletter of developments as they occur. Also to be reviewed is the format of the event and the duration of the event.

# Cambridge Concrete Services

**Bob Ellis #202**

**25-27 Harrier Avenue  
Loganholme QLD 4129**

**Ph: 0418 733 191  
A/Hrs 07 3801 4050  
Fax: 07 3801 4160**

# Questionnaire

These questionnaires are designed to help the committee make the necessary decisions for the 2001 Speed Trials. And make you, as a member of the DLRA, think about why you are a member and how you participate. It's your chance to have your say. All members are asked to complete each part of the questionnaire. Just place a tick or a cross in the box and follow the instructions next to your selection.

The results will be published in the newsletter and the result and outcomes will, I'm sure be discussed at length at future general and committee meetings.

There is a stamped, addressed envelope for you to return this questionnaire, please take the time to fill it out and return it.

## Competitors

Q1 Will you come back next year?	<input type="checkbox"/> YES – go to Q2 <input type="checkbox"/> NO – go to Q9
Q2 Will you be bringing a vehicle to the next speed trials?	<input type="checkbox"/> YES – Thank you, start next questionnaire. <input type="checkbox"/> NO – go to Q3
Q3 Have you got a vehicle that's been to the salt but is sitting in the garage?	<input type="checkbox"/> YES – go to Q4 <input type="checkbox"/> NO – go to Q4
Q4 Will you be part of a team?	<input type="checkbox"/> YES – Thank you, start next questionnaire. <input type="checkbox"/> NO – go to Q5
Q5 Will you be a Spectator?	<input type="checkbox"/> YES – – Thank you, start next questionnaire. <input type="checkbox"/> NO – go to Q6
Q6 Will you be a helper?	<input type="checkbox"/> YES - Thank you, start next questionnaire. <input type="checkbox"/> NO – go to Q7
Q7 Would you like to be introduced to a team in your area?	<input type="checkbox"/> YES – go to Q5 <input type="checkbox"/> NO – go to Q9
Q8 Which suburb do you live in?	
Q9 Why?	<input type="checkbox"/> Expense <input type="checkbox"/> Time <input type="checkbox"/> Lack of Interest go to Q10
Q10 What will it take for you to return?	

## New Competitors

Q1 Do you see yourself building a vehicle in the near future?	<input type="checkbox"/> YES – go to Q2 <input type="checkbox"/> NO – go to Q3
Q2 Timeframe?	<input type="checkbox"/> next year <input type="checkbox"/> 1-2 years <input type="checkbox"/> 2-3 years <input type="checkbox"/> longer
Q3 Why?	<input type="checkbox"/> Expense <input type="checkbox"/> Distance <input type="checkbox"/> too hard by yourself <input type="checkbox"/> no one close by <input type="checkbox"/> other –

## Setup

Q1 Would you like the track to be set up before you arrive so you can start racing straight away, weather permitting at daylight Monday morning?	<input type="checkbox"/> YES - go to Q2 <input type="checkbox"/> NO - go to Q3
Q2 This means a team of people have to go early and setup the track. Should this be the committee or volunteers?	<input type="checkbox"/> YES – go to Q4 <input type="checkbox"/> NO – go to Q5
Q3 So your happy with the current setup?	<input type="checkbox"/> YES – go to Q5 <input type="checkbox"/> NO – go to Q5
Q4 Would you be part of this committee or a volunteer?	<input type="checkbox"/> YES – go to Q5 <input type="checkbox"/> NO – go to Q6
Q5 Would you prefer to either?	<input type="checkbox"/> come early and help setup – go to Q7, or <input type="checkbox"/> stay late and help clean up – go to Q7
Q6 Would it be fair if a roster is set up as entry's are collected?	<input type="checkbox"/> YES <input type="checkbox"/> NO - go to Q7
Q7 So who will do it then?	

## Event

Q1 Does the event need to be shorter?	<input type="checkbox"/> YES – go to Q2 <input type="checkbox"/> NO – go to Q3
Q2 3 Day Event Start day?	<input type="checkbox"/> Saturday <input type="checkbox"/> Sunday <input type="checkbox"/> Monday <input type="checkbox"/> Tuesday <input type="checkbox"/> Wednesday <input type="checkbox"/> Thursday <input type="checkbox"/> Friday - go to Q3
Q3 Does this need a bigger better committee?	<input type="checkbox"/> YES - so your a helper! <input type="checkbox"/> NO – go to Q4
Q4 OR Does it mean everybody arrives the 2 days before and helps setup.	

## Change of address

Check your details in the member's list. Every time we post out the newsletters, we get a few returned. If you've recently changed address or are about to please fill out the slip and post to: - DLRA PO Box 349 Castlemaine VIC 3450

Name	:
Street	:
Suburb	:
Postcode	:
State	:
Country	:
Phone No.	:

Membership # :

## Competition License

We want to prepare photo ID licenses to make the process on the salt a little easier. Could each member who is likely to want a competition license please supply a passport size photo. Send it in with your questionnaire and make sure that you use the change of address form to update your details.

## DLRA Website

The site continues to generate a lot of interest here in Australia and all around the world. With the update from the 2001 Speed Trials over 2500 people visited the site during 8 weeks after the event. The site also continues to grow with new pages for the track layout, club rules, technical inspection, checklist, what to take, State Delegates and rulebook. There 's also now access to every issue of the DLRA newsletter via a password protected page. Over the next couple of months I will be working of members profiles so keep sending in those photos and stories.



<http://www.hot-rod.com.au>

## Membership List

We have included a full membership list in this issue. Many members have asked for a copy so that they may identify other racers near them or make contact with some of the guys in other States. If your details aren't correct please use the change of address form and return to Rod Hadfield.

## Merchandise

Due to popular demand, the club has printed an extra 2001 Event 100 T-shirts and has DLRA club t-shirts. These are available from Wayne O'Grady. Send you orders to DLRA PO Box 139 Seaford 3197. Orders are currently being taken for Club Jackets, these are \$180, which includes you name on the front of the jacket. (This price is for a bulk order, price may vary)

There will be a full range of all merchandise available at the next Club meeting, Sunday 22<sup>nd</sup> of

July starting at 11:00am. At Norm Hardinge's factory, 350 Murray Road Preston.

Logo design for the 2002 event is now being prepared. Hopefully we will have it available for the July meeting.

