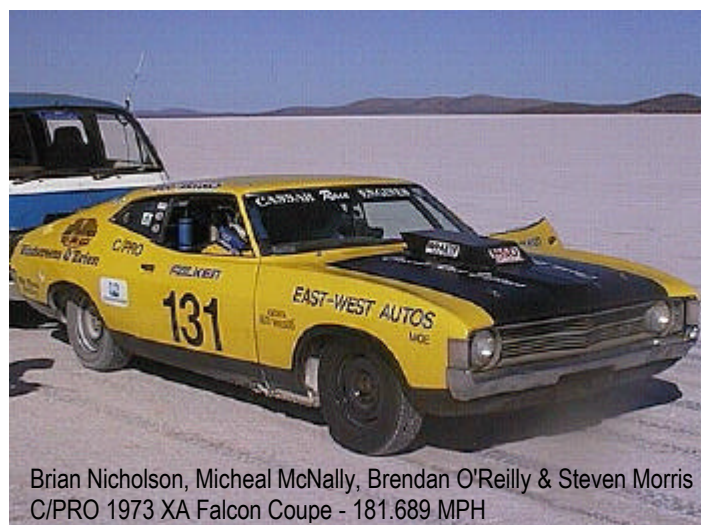


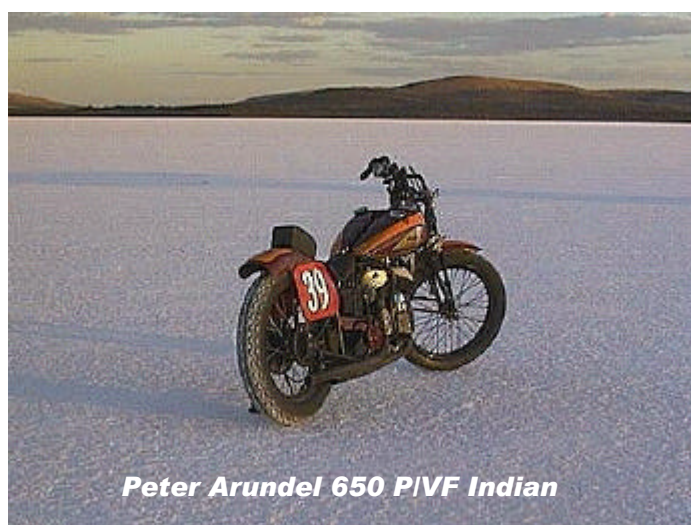
SPEED TIMES

ISSUE No. 11
October 2001

- **Thunder 'n Lightning Special Update**
- **Team Vesco Challenge**



Brian Nicholson, Micheal McNally, Brendan O'Reilly & Steven Morris
C/PRO 1973 XA Falcon Coupe - 181.689 MPH



Peter Arundel 650 PIVF Indian

Dry Lakes Racers Australia



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President	Wayne O'Grady
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Timer	Peter Noy
Assistant Timer	Roger Voit
Steward	Gary Anderson
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1st Assistant Scrutineer	Lennie Souter
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El Prez

Wayne O'Grady

Well winter is on the way out, 2002 year of racing is just around the corner, we all long for the isolation of the salt.

Over the last few months we have picked up more members, have had loads of more inquiries on racing in 2002 from all over Australia. Looks like the club is doing the right thing regarding the Internet, Greg Wapling informs me that we need a bigger web site as we have had too many hits for our free sites. Seems the more people that logon to your site somebody has to start paying for the service, so we need to spend a little money on the web site. I can't believe Greg has kept a free site for so long "well done". What else? The questionnaire that the club sent out in the last newsletter had a positive response from those that took the time to fill it out (60 out of 260 sent), we will have a full break down on the results in the next newsletter. To those that took the extra time to add more information, thanks for your input and support. Hopefully this can guide us in the right direction for the club. In the next newsletter we will have a breakdown on the jobs required at the salt, with the idea of those who offered their time in the questionnaire to come forward and take on jobs at the salt so the workload can be shared and reduce the setup time. Well that's about it for now, hope to see you at the next club meeting.



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DLRA General Meeting - Minutes of Meeting

Held at Aussie Desert Cooler Premises 350 Murray Road Preston VIC Date: 22 July 2001

The meeting opened at 11:40am and was chaired by Wayne O'Grady who welcomed the 32 people present.

Apologies were received from: Brian Nicholson, Andy Jenkins, John Lynch, Keith Stamp, Delevene Manning, Leigh Fielder and Greg Wapling.

The minutes of the previous meeting were tabled as they had appeared in the last newsletter. Moved by Rob Carroll and seconded by Steven Stamp.

The financial report was read, showing a bank balance of \$18,084.83, Rod Hadfield moved that it be accepted and it was seconded by Stephen Charlton.

Outward Correspondence

- Thank you letter to the sponsors of the 2001 event.
- Letter to the Andrews family
- Email to the SCTA ordering rule books

Inward Correspondence

- Letter and \$2000.00 bond refunded from Department of Environment, Heritage and Aboriginal Affairs.
- Letter from Country Fire Service - Port Augusta requesting a Service Level document for next year. Wayne O'Grady and John Broughan will put it together and request a 3rd vehicle to attend to fill the role of an Ambulance.
- Letter from Cowden Insurance regarding verification of Public Liability Policy for next years event
- Thank you email from Gail Phillips.

Stewards Report

Lennie Souter spoke on the fact that all helmets must meet the same standards as the Snell 95 model emphasizing this does not mean you have to purchase a new helmet. A secondhand helmet meeting this standard is OK, also he pointed out the fact that not every car need have a helmet as helmets can be shared in our type of racing. He also pointed out that not all helmets carry the Australian standard is necessarily OK, they must be crash tested.

He also spoke briefly on the metric vs imperial debacle, the meeting agreed that the American Rule book should be adhered to because of the possibility of American vehicles running in Australia and vice versa.

Len also pointed out that we need a clear definition between Ute's and Pickups, as well as more informative Tech. Stickers at scrutineering. Wayne is to follow up on these.

Finally he suggested the possibility of each team providing one person for approximately four hours to help scrutineers with the time consuming chore of checking driver safety equipment, for example; fire suits, gloves, helmets etc.

General Business

- Greg Wapling has asked that more teams send photo's and articles for the web site. Wayne reported that there had been 2000 hits on the site since the last meeting.
- Rod Reported that Andy Jenkins had been in touch with Phil Ayres, an Adelaide Street Rodder, who had visited our campsite recently and reported everything to be OK.
- A report was given that Andy Jenkins has been in touch given on progress of our own rule book with a scanned draft to be proof read and the additional DLRA information to be added, such as Australian Ute class (distinct from Pickup) safety equipment particularly fire extinguisher systems, class records, etc.
- A question was asked regarding the running of Junior Dragsters and mini Rods. These vehicles must comply as does any other vehicle according to the rule book.
- Wayne tabled a copy of Zoom magazine featuring an article on Leigh Russel's 3 cyl Suzuki "Insalt". All agreed this will do the DLRA no harm.
- Rod reported that Andy Jenkins has another caravan chassis to build another mobile toilet on. Mick McNally reported the Port Augusta wreckers have located, for our use, a large plastic tank suitable for water to wash vehicles and equipment coming off the salt.
- The need for a reliable pressure cleaner that would be available for the duration of the meeting was discussed, with suggestions that the club purchase a suitable unit to be powered by a small diesel generator that could be hired for speed week. Rod Hadfield is to organise the purchase of such a unit.

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- The need for a more improved track scrapper was discussed with suggestions being the possible construction of a scrapper that could have weight added or removed, such as drums of water. Wayne pointed out that two scrapers and two trucks would drastically improve track preparation time and he is to investigate the design of a suitable skid, any input from members would be welcome.

Other items raised included;

- No brakes on the truck
- AGM time to be held earlier in the week possibly Monday or Tuesday.
- Shade shelters required for the startline and safety crew. Wayne is to purchase 6 suitable shades.
- Peter Noy is looking into new batteries for timing equipment with Graeme Cowley offering assistance with any repairs required.
- A question was asked weather any airports had been investigated or approached for a possible mid-year practice. Mangalore was reported as a bullock track, rough and windy. Avalon is to be investigated, but Mark Hadfield reported that an approach by the XR8 club had been financially unviable.
- Rod reported that Sea Lake council was still seeking a suitable location after it was found that sand had contaminated a portion of the track they hoped would've been suitable for us.

Timing certificates from this years event were given out to participants.

Next meeting to be held on the 28th October 2001 at Rod and Carol Hadfield's Rod Shop.

Wayne thanked Norm and Vicki for the use of their facilities.

Meeting Closed: 1:15pm for a pizza lunch.

Thunder 'n Lightening Special

- two years down the track

Alan Murchison

Two years in a row the dog clutch has failed.

Year one , the linkage provided with the unit led me to believe the dogs kept themselves engaged, undercuts to the driving surfaces added to this conclusion, wrong.

So next move.

Year two - lock the selector fork lever in engaged position, that will hold the dogs in drive, wrong.

The selector fork broke, admittedly it was made of bronze, but I sure thought it would be up to the job, wrong.

The next trick - I first considered fitting a clutch thrust race behind the dog but on second thoughts the ball race that supports the shaft should suffice as a thrust race. I have turned up a solid spacer from billet aluminum (probably should have used kryptonite) this beds against a flat circlip which is against the inner cone of the ball race, in effect the circlip is being sandwiched between the spacer and bearing, a recess in spacer will prevent circlip from growing and dislodging from groove..

Two questions asked - What is it like to drive? and What does it weigh?

All runs with treaded tyres have been perfect, even with the rough course and the two gutters across the course. When the Goodyear front runners were fitted to the rear, fishtailing was experienced. Hence the recorded speed of 110 MPH. 40 psi in the front runners could be the cause (side wall flex) this is to be sorted out before I would be confident of running on them again.

I got the chance to put it over a weighbridge when returning from the Lake this year - dry weight and less 2 heavy duty batteries = 1 ton 16 cwt 67.2 lb Or 1.860 tonne (1860 Kg)

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Rods Ramblings

Rod Hadfield

Things are happening here in Castlemaine. Mark Hadfield and Wally James are working on having a new engine ready for next March, John Lynch has his motor in bits with the blower getting a good checking over, the magnetos are off getting a reconditioning. I'm not sure what Ray Charlton's up to.

We have bought a virtually new fire-fighting pump to have at the lakes edge for washing our vehicles coming off the salt. Fire fighting pumps are very reliable, start easy and don't require much maintenance. This will save Kevin Seville the drama of past years. Thanks Kevin for your contribution the last couple of years with your pump.

I was speaking with Street Machine magazine this week and they intend to run last years meeting in their end of year edition.

I read with interest an article in New Zealand Rodder on their Kiwis at Bonneville. Casey Hill was there again, he is a truly dedicated salty.

We have been working on the Commodore flat out. The front has been cut and the under tray reshaped which should allow clearance, although only just at 300 m.p.h. We have built into the front inner guards combined with firewall mounted shaped deflectors. The windscreen and firewall has been made totally and easily removable. A quick change has been installed and gears are being made to get the ratio up around 2.2 which should keep the motor rev's down where the torque is most. We have a new tall deck block with a rod and crank combination that should get us around 540 cub. in. thus we shouldn't have to rev it above 7500 r.p.m. More information will be available to us this year with air pressure on top and underneath being able to be recorded. We are also looking at a steering ratio change to make it less direct and thus more feel in it. The painting is under way and I am really looking forward to next March.

Andy Jenkins has been busy planning the camping area. As he can't take the rubbish trailer this year he has come up with a good idea, he will buy a number of wool bags, they are square and quite large, his idea is that each team will be given a bag to use and take home and return the next year. Andy is going to weld up some square tube frames to hold the bags. Thanks Andy.

We still have not received the rule books we ordered and paid for over 4 months ago. Repeated faxes and emails have not even been answered so apologies to those waiting for them but we are trying our best.

Saw the guys from up at Emerald featured in Cruzin Magazine, the Valiant, the bike, the Studebaker all there - good one guys!

Well thats about all the news I can think of, look forward to seeing those who can make it to the next meeting here in Castlemaine, keep working, its less than 4 months away.

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Bonneville Salt Flats, UT -- On October 17, 2001 beginning at 10 a.m. (MST), land speed racer Don Vesco, driving the Turbinator streamliner, will attempt to break the wheel-driven world land speed record.

The current mark is 403 m.p.h., set by England's Donald Campbell, in 1964 at Lake Eyre, Australia. Vesco already holds the national record at 427 m.p.h., set in 1999 at the Bonneville Salt Flats.

Earlier this year in August, during BNI's Speedweek, Vesco and the Turbinator snagged the event's coveted "Top Time" trophy while making a test run. More importantly, the streamliner posted the fastest speed --459-mph -- ever recorded in wheel driven automotive history. This test run sets the stage for the upcoming World Record attempt, Oct. 17 through 21 at the BNI World Finals time trials speed event. Don Vesco, driving the turbine-powered Turbinator, will make two runs within the required one-hour time limit. The average of the two runs must eclipse the existing record by 1% in order to earn the Federation of International Automobiles (FIA) certification. If successful, Vesco will for the first in almost 40 years, return to the USA, a significant world speed record.

Don Vesco's 459 mph test run was taped by Speedvisions' popular TV show, Hot Rod Magazine TV, that will broadcast beginning October 6, 2001. Check local cable listings for times. Speedvision documented the August running of the 53rd annual Speedweek at the Bonneville Salt Flats near Wendover, Utah.

Don Vesco and the TEAM Vesco race team are poised to run each and every morning at 10 a.m. during the four-day event until the record is smashed.

Important Dates

DLRA Speed Trials 2002

11th - 15th March 2002

DLRA General Meetings for 2001

28 October – Rod Hadfields
Rod Shop, Chewton

December – Chris Weir's,
Moe

Look for a profile on Mark Hadfield and his amazing Mustang on the DLRA web site soon.



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DLRA Website

The web site has seen a spectacular rise in interest, so much so that our free host, Geocities can no longer provide this service, we have blown their 3Gb download limit. Now if you work this out that's over 42,000 images or 128,000 pages downloaded. And this is just the 2001 Speed Trials site!!

Therefore I'm in the process of obtaining a domain name (which will be www.dlra.org.au) and a new host (which we will have to pay for). With a bit of wheeling and dealing all of this should cost the club only \$140 a year. So say tuned.

The web site is the best place to go for information about DLRA events, classes and rules as well as how to prepare for a trip to the lake.

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.

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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.

Merchandise

Due to popular demand, the club has printed an extra 100 2001 Event 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)

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



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