

Racer Profiles

Bob Prior #205

Fairfield, New South Wales

I have tried most forms of motorcycle racing, but found drag racing was definitely for me. I first raced at Casterleigh in 1969 and was still racing right up until 1999. I have wanted to build a motorcycle streamliner ever since I saw a picture of Rob Leppan's Triumph streamliner "Gyronault X1" in a Car Craft magazine when I was only 14.



Brownie, Bob, Monty, Marc

I was advised to go to Gairdner with a bike to experience first hand salt racing before taking on an enormous project like a streamliner. A hot rodder friend me I would either love or hate the Lake. I love it

The bike at the Speed Trials in 2001 was a GT750 roller I had laying around to which I fitted the engine out of of the "Kettleution" dra brike. Lyndon Brown came over from Perth to add his vast experience with road racing bikes and make sure I didn't do anything silly and hurt myself. Marc Marcollini from NSW provided help in prepping the bike and transport, whilst "Monty" the bushman came along to try to make our stay in the Outback as painless as possible.



GT750 at Casterleigh Dragway 1974 in B/Street ran 12.7, in B/Altered ran 10.7 (1976)

The first bike frame I built in 1969. Pictured here at Casterleigh Dragway 1971 Nats. Powered by 125cc Yamaha weighed 105lb Ran 16.7 at 76MP



The GT750 as raced at Eastern Creek, Adelaide International and Ravenswood. Best of 10.9 at 123MPH

GT750 B/MB as raced at Townsville and Mackay in Northern QLD, Eastern Creek NSW, Canberra ACT, Adelaide and Whyalla SA, Ravenswood WA. 10.9 at 121MPH



"Kettleution" GT750 B/M at Ravenswood Western Australia

For my 50th birthday my boys sent me up in a BOC Strikemaster Jet Fighter. Just the thing to physc me up for a trip to Lake Gairdner.



The Streamliner

The construction of the streamliner commenced as soon as I returned. I intend to use the GT750 engine first for power. After we sort the streamliner out I'll decide what engines to fit next (I would like to run 200MPH with the GT750). I have built enough room in the engine bay for x GSX1100 Suzukis with turbos, if required.

Specifications

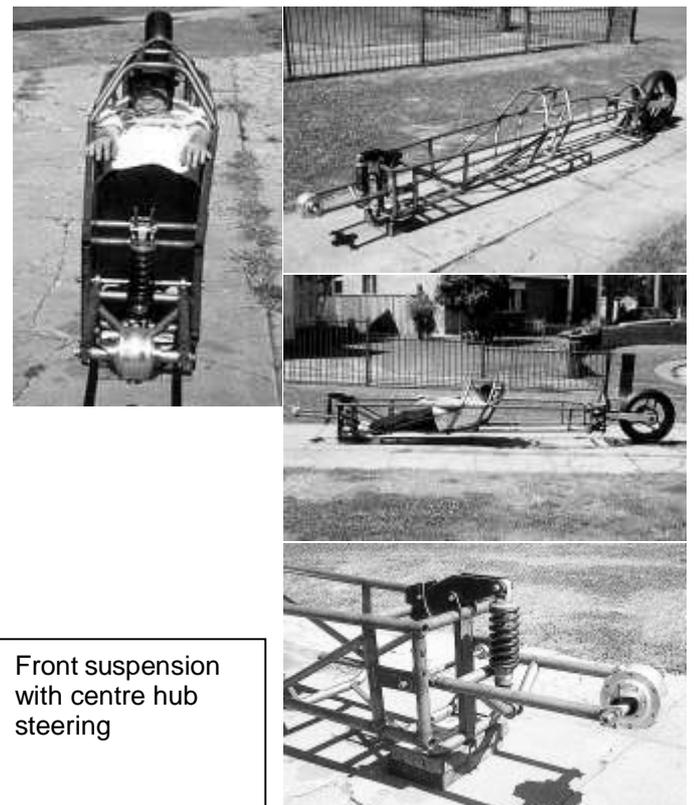
Wheelbase	150"
Height	30"
Width	21"

Rear suspension and wheel GSXR 1100

Front suspension and centre hub steering built by Bob.

Frame was built on Pro Racing's jig by Pete Cleary (Pro Racing) and Bob with input by Marc and Lyndon Body will be made of fiberglass after the roller has been completed.

It is hoped to be completed by March 2003.

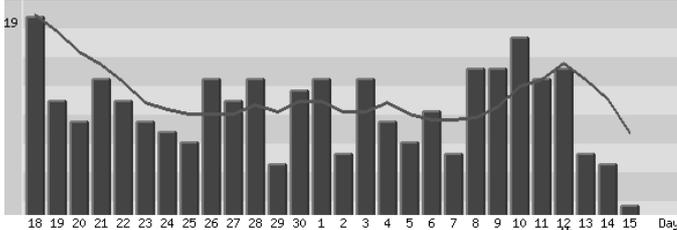


Front suspension with centre hub steering

DLRA Website

We now have our new domain name in the next couple of weeks we will become www.dlra.org.au. I'm just negotiating a hosting agreement and then I can start to port all the content across.

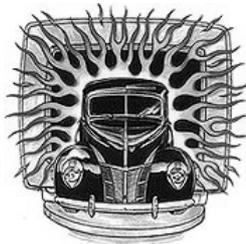
The website continues to perform very well with 290 hits in the last month. Highest day remains 15th March 2003 with 50 page views. The counter is currently sitting on 12,050. 43% of visitors are from Australia and then 25% from the US. The balance is basically NZ with 3.5% and the UK and Canada with 2% each.



Last months hits with a high of 19 on the 18th June

A great web page for Salt Lakes Racers is <http://www.findracers.com/cgi-bin/homer1.pl/LSR!LSR>. It lists all the drivers and teams web sites and here's another really good page <http://www.wheelsofspeed.com/offrd-F.html#LAND%20SPEED%20RECORD%20DRIVERS>. Look for these and links to more LSR sites on the DLR links pages.

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SCTA Special Bulletin

SCTA / BNI RULE CHANGES In the wake of the recent accident at El Mirage and with considerable discussion and consideration, the SCTA board voted to implement the below listed rule changes -- EFFECTIVE IMMEDIATELY Every attempt will be made to contact all SCTA and BNI members as soon as possible to allow them maximum time to make necessary changes. Any questions may be directed to Car Technical Chairman -- Steve Batchelor at (661)944-9676 (phone/fax). On May 31, 2002, the SCTA Board of Directors voted for the following changes: o EL MIRAGE ONLY -- Suspend the use of the "Under 125 mph" limited inspection form for the next two El Mirage events (June/July 2002). Future use will be reviewed at the August Board Meeting.

- Prohibit the use of production type 'sprung' and/or compressible seats in all vehicles.
- Seats shall be a single, solid, securely fastened racecar type seat with a maximum of 1" of padding.
- Carefully enforce current requirements of an adequate limb restraint system in all vehicles, at all speeds.

Additional requirements:

- All cars -- all speeds must have two arm tethers.
- All closed cars must have full door coverage: full net or net/panel/member combination.

Please insert into the 2002 Rulebook between pages 26 & 27.

TRIAL DATE SET IN MICKEY THOMPSON MURDERS

SANTA ANA, CA., Orange County Superior Court-- Fourteen years after auto racing legend Mickey Thompson and his wife, Trudy, were murdered, a trial for their killings has been set for July 8. Judge Kazuhara Makino ordered Michael F. Goodwin, 57, to stand trial before Judge Frank Briseno for the March 1988 double homicides. Goodwin, is charged with two counts of first degree murder, conspiracy to commit murder, and three special circumstance charges: Lying in wait, murder for financial gain and multiple homicide.

The Thompson's, who had been married eighteen years, were shot to death, as they were leaving for work, in the driveway of their Bradbury, California home.

CBS-TV show, "48 Hours" has announced they will be airing a program on the homicides and the fight to bring justice, Monday night, May 20.

Letters to the Editor

Thanks for the notice. I have just a couple of questions and I'm not sure if any one has the answers.

Fuel. We are currently running racing fuel. Will racing fuel still be available?

Public Liability Insurance. With the current climate will the club be able to get insurance?

Have you had any feed back on the suggestion I made regarding demonstrate that the club is aware or the environment?

I have a couple of more ideas for the starter as there have been a few problems but if everyone is aware I think it should be cool sailing for everyone.

1. That the start be staged like the drags
2. When a car has left the start the next car gets ready to go. I ya not ready well the next car goes.
3. That all cars line up down the track instead of all over the place.
4. That drives approach the starter with there details. Not have the starter chase drivers for their details

I believe that there needs to be rules for the start. My view is that everyone will benefit from it and we my get more people offering their help if needed cos at the current time from my point of view and I'm only a driver its all over the place no one knows what's going on.

That's all for now. Keep up the good work, as before I would be willing to assist in the development of the above issues.

Thanks Norman

(Well Norm, seems that some of your requests have been rewarded, see John Broughan's article – Ed)



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Possible Documentary

Steve Nietz from Kojo Productions out of South Australia is currently examining the possibility of producing a documentary on the Lake Gairdner Speed Trials.

Trailer maintenance

Keith Turk

Everyone makes stuff ups the trick is to learn from these mistakes, only some of us needs a lot more learning. Take fer instance my latest disasters I'm striping down the Honda motor back to individual components for you beaut performance goodies(if and when I can locate any) and for a good dose of blue printing when disaster #1 strikes to split the cases you gotta remove the clutch drum (inner) and the clutch basket (outer) which are secured by a large nut ,I notice that this nut is staked to the shaft so I drill it out no probs.

I then need Honda special tool #xyz to secure the inner and outer drums together to undo this nut ,Mr skinflint makes his own (bloody good one to) secures said clutch drums places 32mm socket onto nut and attempts to turn nut (no way Jose) gets long handle torque wrench (this will get the mother) now I'm not a small bloke 240 lbs and 6 foot + big heave ho no go (cricky mate) makes a call to Mr Honda ,no mate she's a right hand thread ,did you drill out the tab that secures the nut ,yes well there tightened up to 100 ft /lbs. place extension bar onto wrench (if the lever is long enough you can move the world Mr Atlas) KERACK! outer clutch basket is no in two pieces, nut 1- mug punter 0 ,

Much wringing of hands out comes HD tools 1&2 knockometer (hammer) and cold chisel bang, bang, add naueasu nut 2- frustrated mug punter 0

Righto big guns time gas axe (oxy-acetylene) heat mr nut bang heat bang heat nut 3 - stuff what next 0, boogie bros tim sharpen cold chisel, bangtimes a gooleplex (very big number) nut finally splits in half is removed, drawn and quartered then burned at the stake.

Stay tuned folks for the next exciting adventure of how a stubborn 14mm crank case bolt breaks a 14mm socket while rounding its head off and cracking the crank case all at the same time ,learn how the daft mechanic copes with telling the missus he's gotta give next weeks mortgage payments to Mr Honda.

(Ed. Maybe start a small column where we can write in with humorous stuff ups we all have from time to time ,maybe the best hard luck story can win some small reward at the annual general meeting

An interview with Chuck Salmen

Introduction: Recently I had the pleasure of a long chat with Chuck Salmen, builder, owner and co-driver of the \$um Fun Roadster and interviewed him about the technical detail of the car. He reviewed what follows and authorized its online publication, which I'll divide in half to keep it from being too long at one go.

This is presented for your enjoyment and use, AT YOUR OWN RISK. In other words, if you try to use these ideas, and tear your car up, and kill yourself, don't run to me, or Chuck. Race cars are SERIOUS fun. Chuck does like to hear from people with Bonneville roadsters, who want to chat about technical improvements. He feels that safety and stability are extremely important in a speed trials car. You don't want to hurt the driver, hurt the car, or lose the time, effort and money invested.

Bill: Chuck, most Speed Trials people are familiar with the beautiful \$um Fun '34 Ford HiBoy Roadster that holds the Bonneville AA/GR record at 250.545 (new record Oct. 22, 1999 252.908). Your car is noted for its high speed stability and reliability and I wanted to ask you about the technical detail that makes this happen. I am indebted to Wes Potter for putting me in touch with you.

Chuck: Sure, Bill. The car has been featured in magazines before but no-one has written anything about the technical side of it.

B: What is your background at Bonneville?

C: I went there first in '57, and from time to time after that. I raced motorcycles and we ran motorcycle streamliner years ago. I built this car in '92.

B: Why the '34 Ford HiBoy?

C: I always liked the looks of the '34 Ford body. I believe it cuts the wind a little better than some others, and has a natural down-force about it. You see we have kept it stock frame rails and body, even though the front is reproduced in one piece for ease of maintenance. I didn't want to lengthen the hood, and though the driver is in the centre to keep the car symmetrical, we didn't put him all the way back.

B: I understand roadsters have always had a tendency to instability and spins at very high speeds, yet yours seems to run on rails. What are your secrets?

C: A lot of things are at play here. The total weight of the car, the centre of gravity, the weight distribution, location of ballast, wheel spin, and torque effects on the rear axle. This car weighs around 4000 pounds. I built a heavy, super-strong roll cage for it, not only for my own safety, but because my son co-drives. I use steel plates for ballast, with about 75 pounds behind the front axle and 700/800 pounds on the floor under the driver's seat. You don't want ballast behind the rear axle, it gives a destabilizing pendulum effect if you have any fishtailing. With a big engine you may have 1000 ft lbs or more of torque coming down the drive shaft to the rear axle, depending on what gear you're in. This tends

to lift the left rear wheel and reduce total traction. I use a locked axle, with coil-over spring suspension, and adjustable linkage that allows me to 'jack' weight from the right wheel to the left. This offsets the drive shaft torque effect so both wheels feel the same weight and tend to drive the car straight. I believe this set-up is of great value on my car. (Bill's note: This is DEEP. Take a look at Chuck's car and talk to him before you try to copy this rear axle set-up!)

The CG is as low as we can get it. The body, as noted before, seems to have a natural down force effect (3 degrees approach angle), which I have actually measured with sensors that record suspension deflection at speed. Another trick we do is use stabilizer bars on both axles to keep the car flat. These work the same as those on current production cars.

One more detail I think is valuable is custom wheels to reduce run-out of the tire/wheel assemblies to the absolute practical minimum. I use MT 875/18 tires on the rear and since every tire is different, I adjust the pressures a little to get them as close as possible to the same measured circumference. You need the truest possible, carefully balanced wheels to get the best possible traction. Otherwise your tire is constantly jumping off the surface. Wheel spin is dangerous. I believe roadsters have a critical speed around 225/230 mph and a lot of them get into trouble there.

B: What is your axle design?

C: For a long time, I used a locked Champ car back axle, with a QC, but due to recent signs of overstress, I went this year to a Winters that uses a locked nodular iron 9" Ford third member. Our front axle is a home made tubular using coil-over springs with adjustable-dampening shocks.

B: So no more quick-change gears?

C: Our Jerico 4-speed gearbox has a feature that several under and over-drive ratios can be fitted on 3rd gear. So top gear (direct) becomes 3rd gear and the old 3rd becomes 4th gear. But it's a four hour job to pull it all apart to change the gear ratio.

B: Tell us about the all-important power unit, I gather it is a BB-Chev type.

C: You might say that but in fact the engine I've used for years is a 540 c.i. Donovan aluminium block and heads with not a single Chevy production piece in it. This has been very good, but this year I've stepped up to a 603 c.i. Merlin iron block to overcome some shortcomings I feel the aluminium block has in an endurance situation. On the Long Course full power (around 2 HP per cu. in.) is held a long time and I saw evidence of the block flexing and the iron liners moving and distorting a bit. I expect more rigidity in the iron block but I still use the all-out racing aluminium heads which have huge air-flow capability.

(Continued in Part two, next issue)

Chief Stewards Report

Guys, I have attached my starter's job sheet to have a look at. I am not sure that we need to have adopted tight rules for the start line. One difference with the drags is that many of the cars don't have a pit crew to push up to the line, so they tend to move up closer when they arrive, or in bigger steps as the queue moves up, to minimise the pushing or the starts.

I've made it pretty clear that if there is any problem with who is next, or someone not ready, the starter can grab the next person, or anyone else who is ready. It is a fact of life that some cars take a lot longer to get ready than others. Production cars are usually ready to go at a moment's notice.

Maybe we could be like the drags, and give 20 seconds or a minute to be away, but I think that would probably cause more discontent than it would solve. At the moment, I know some cars don't do last minute checks and warm-ups until the track clear is given, otherwise they would have to do it again, if there was a delay in the track clear signal.

STARTER

- Get the number of the car/bike and driver/rider, and the class.
- Record it on the starter sheet.
- Inform the timer
- Check for loose items in the car
- Check seat belts. A finger should fit under the shoulder area, but you should need to push reasonably hard.
- Check lap and crotch strap, and make sure that they are connected, and the latch is firm.

- Check that driver's suit and leathers are zipped up.

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- Check helmet for tightness. Lift the head and push a finger between the strap and the chin. It should need a firm push to fit between them.
- Check that the driver is wearing a head sock/balaclava
- Check that arm restraints are on and connected. Ask the driver to raise their arms to confirm this. Restraints should be located on the forearm, roughly mid way between wrist and elbow.
- Check that window nets are connected if fitted.
- Check that riders have the kill switch lanyard connected.
- Check windows and doors shut.
- Check that the fire extinguisher and parachute safety pins are removed. Ask the driver to confirm.
- Check the wind
- Check track clear
- Give the driver a clear indication that the track is open to them. (Stop / Go sign)
- Inform Timer that the vehicle is on course.

The starter has absolute authority to stop any car entering the track.

If the starter can't work out, or the competitors offer conflicting details of which vehicle is next, the starter will make that decision, and direct that car on course.

Regards

John Broughan

DLRA Chief Steward

www.users.bigpond.com/jbrough

News from Gary Baker

The streamliner is on the backburner for the time being as it won't be ready for next March, though I'm building really wicked APS/F 1000, it should break the 200 MPH barrier. Forthwith this effort goes under the name of Holy Smoke Racing

For all the bike blokes out there I'm gonna put up two trophies one for the highest bike speed of the meet (perpetual) and the second for the first bike to exceed 220mph as a one off yours to keep.

I have some serious concerns regarding PUBLIC LIABILITY insurance as it's affecting most sporting clubs especially those who are deemed as dangerous and high risk (read as anything more dangerous than ches) is this the death of LSR in Australia? Do we have anything up our sleeves?

Near Canberra there is a large lake now all but dry called Lake George I reckon it would make an excellent LSR venue, say our equivalent to Muroc in the states anyway that big red ball may drop on me and I'll buy a slice.

Any of you blokes out there know of a legal venue to test LSR specials I've heard that Avalon a runway in Melbourne might be available?

Anyone interested in joining an LSR list mostly U.S. racers (very interesting) sign up at land-speed@autox.team.

Gary #282



Don Vesco at Bonneville

Don Vesco, driver of the team Vesco TURBINATOR, holder of the world land speed record 458 mph for wheel driven car (October 2001) has been given a clean bill of health after being diagnosed with prostate cancer earlier this year. This clears the way for him to compete at Bonneville speed week next month (10 to 17 August 2002).



Don will ride the twin Vincent engine motorcycle streamliner "Black Lightning". The liner owned by builder Max Lambky is currently under lease to a group of Vincent owners and enthusiasts from BRITAIN, AMERICA and CANADA hence their name the VIBrAC team.



The 'liner has undergone a complete overhaul from crankshafts out under the directions of crew chief Dan Smith of Vancouver British Columbia. The engines

, running on alcohol were started again mid May and are running very well. Don will be the primary rider with a back up of Dave Campos, who holds the current Bonneville record for a motorcycle streamliner at 322+ miles per hour (twin engine Harley Davidson). The Vincent powered machine will be entered in the 2000cc blown fuel streamliner class which has a current record of 232+ miles per hour. Vincent owners from the U.S., Canada, UK and Australia will be on hand to assist and encourage the team. The objective, break the 322 record! Can Don Vesco hold both car and motorcycle records? Time will tell.

Robert Watson (vibrac team administrator)

More Information

<http://www.smokemag.com/1297/car.ht>

<http://www.mindspring.com/~bigsid/lair.html>

http://www.thevincent.com/Record_Attempt.html



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“WAZAVUD ” the Journey

Russell Mack #161, Wayne Mumford #78

Having spent ten (10) years at the salt and involved with the Rea, Weir, Mumford T Model #24, Wayne Mumford embarked on a project of his own, building an Austi A30 2 Door (stretched severely). Around this time (1996) Russell Mack jumped on board and a partnership was formed. After many hours piecing the project together and with many more in-front of them, it was decided that a new project would be started!

From watching John Lynch and Co running big numbers in their belly tank, and the simplicity of Kenny Rhodes small belly tank, the seed was planted while sitting around the camp fire Geoff Rae came out with the comment “You guys should build one of those”. With that the Austin went on the market, Peter Vansattart took ownership and we went in search of the elusive aluminum Belly Tank.

On some leads from Billy Bob and John Boy Brougham, Russ went looking for a tank in Mytleford only to return home disappointed having found many tanks but no tobacco farmers willing to part with them. “Geoff Rae to the rescue!” Jason Stagg who works with Geoff and Nick Napporoski mention that he had a belly tank from a McDonnell F-101A “Voodoo” Jet Fighter (1954). A deal was struck, money changed hands and she was ours. Construction started with a 6mm-ply board template of the firewall section, while using the smallest dimensions practical. Using 44 & 50mm seamless pipe the perimeter chassis incorporating the roll cage, front and rear suspension assemblies was formed, with all bends and fabrication done in-house.

Built into the design is the ability to take different engine configurations, which is easier to do now than later. At this stage in time the “Vudu” is ready for final disassembly before painting.

We would like to acknowledge the support from Paul & Beau Ledger Drouin Signs – West Gippsland

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and Geoff Rae for the idea!

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S.F.I.

At the last general meeting among the many discussions the subject of "S.F.I." was talked about and the general consensus was that very little was known of this specification which is called up in the SCTA rule book. Well a short surf on the net produced this information what is S.F.I. it is a private, non-profit organization formed to administer standards for speciality / performance automotive and racing equipment it is an American (USA) based and funded organization.

What does S.F.I. stand for? It was originally called Sema Foundation Inc., started by the after market producers of performance products to bring some form of standardisation to racing products. It started in 1963 though SFI is now independent from Sema, who uses SFI specifications - all USA based racing sanctioning organizations with some others outside of the USA.

In Australia ANDRA uses SFI spec's (ANDRA is the org who look after drag racing in Australia). For what its worth after studying SFI spec's in my opinion they are more comprehensive than similar standards from CAMS and because ANDRA use them, SFI tagged products are available here. I believe it would be wise to adopt this standard at least for vehicles that can attain speeds of 200mph or greater (have I opened up a can of worms?)

cheers Gary #282

and are looking a building a blown CRS Rodent under 500 cu.in. and an injected motor under 500 cu.in. to have a crack at some other classes.

Castlemaine now has the talents of Paul Libro who works with Murray Anderson. Paul did a lot of the tinwork in our Commodore, anyone wishing to seek his talents can phone him on 03 54705251 or his address will be 5 Langslow Street, Castlemaine. 3450.

Haven't we received great coverage this year in Larry O'Toole's "Australian Street Rodding", "Cruizin" and "Street Machine" magazines, there could have been others that I haven't seen also? Our Commodore got a great feature in "Street Machine" magazine and there is a continuous line of young guys asking about it and looking it over in the workshop.

What about everyone have a think about next years T shirt design and submitting a few ideas before Christmas, either to myself or Rob Carroll so that things can be underway early.

Norm Hardinge reports his 429 Ford is repairable and John Peterson is working on extracting some more hp. Norm is already above the U.S. speed for his class but some serious work will be needed to get that 200 mark, who will be the next 200 mph member, Alan Murchison? Norm is just about there, what about the Moe boys? Could they keep the guards on if they went any harder? Or could Kevin Parker round up enough sponsorship?

A late note just arrived from John and Deb Dawson, they have just bought a new Chev Big Block and it is at the machine shop getting the number done.



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A reminder also that all Merchandising is now at P.O. Box 349, Castlemaine 3450. We have put the new rulebooks in binders and the cost is \$15.00 plus \$5.00 postage or if you don't want a binder they are \$10.00.

I had a note from Gail Phillips, she is well and trying to get out to Australia for a look around, lets hope she can.

Whoops, I nearly forgot, Mark Hadfield also turned 50 a couple of months ago, another "old coot" in the club.

I noticed the full page add in "Parts Peddler" for Rosco McGlashan's full range of toys including his Salt Racer, his Drag Machines, all sorts of spares and his transporter, do we have any takers in the club ?, it sounds like something John Lynch could do with.

I was speaking to Leigh Fielder this week, he has his new Factory up and almost finished, he is chasing a small block to put back into his Pontiac as he has had no response to his adds for the car he figures he could run some other class maybe as early as our next meeting.

Anyway, the ramblings must stop somewhere so keep at it and be prepared.

Next General Meeting

The next General meeting will be on;

**Sunday the 18th of August,
at Norm's factory
(Aussie Desert Cooler)
350 Murray Road, Preston.**

The meeting will start around 10:00 am. We look forward to seeing you there.



From the archives, mid mount T roadster

Presidents Report

Rob Warden

Well it's time for a newsletter and it's also time for a General Meeting. We have plenty of items for discussion including batteries and timing equipment, club radios, petrol, compressor, water, event posters and T-shirts. So come along to our winter meeting with any other item you may have for discussion.

Check out the August 2002 issue of Street Machine magazine for a story on last March's Lake Gairdner meeting. Chuck Sharpe gets his face in all the magazine !!!

Lake Gairdner Dash Plaques

Chris Weir informs me that some orders have come in for plaques. He would like to remind members that the engraver will only set up the machine if he has at least 10 to do, because of the set-up time. So send Chris the date, speed, class and drivers name, along with cheque to DLRA for \$15.00 each and he will post them to you. Please be patient because of the minimum of 10 to engrave.

There has been no contact from anybody on the lost truck rim off the water truck. If any member knows someone who may have picked it up, please ask them, as the owner would still like it back.

If any member has a good fund-raising idea please say so at the next General Meeting. Our Vice President has been working on a couple of ideas. Also he has been working on sourcing water saving devices.

If you have a handheld UHF radio belonging to the club could you bring it to the next General Meeting.

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Rod's Ramblings

Rod Hadfield

Well, here it is almost midwinter and I would say that I have at least one caller daily asking about our racing. We have sold quite a lot of rule books and have had many people join up, the interest is out there and if only half the cars I am told about get finished we will have a hell of a queue at the start line.

I have been speaking to Mike Davidson and he assures me that the property (Mt. Ive) has been sold. I certainly hope so as the DLRA has had to spend a little to get professional advice and some very explicit letters written as within a fortnight of our March event. She was at it again giving us until the 15th of May to have all the camp moved. Mike drove up to Lake Gairdner to check other possible sites around the lake but to no avail, so Rob Carroll, John Lynch and I decided to take her on. We engaged the services of a Solicitor through the help of Norm Hardinge and Vicki Howard. We found our camp rights only extended to the end of March next year and we would be out, then when things looked really bad an application form arrived in the mail from the South Australian Government asking us to submit a planning permit for the camp. More phone calls and I discovered that they had inspected our camp and are happy enough that we are there, however getting this form filled out was impossible from here so I deputised Mike to do it by going direct to the their office. The Solicitors letters would have arrived at Mt. Ive just before the 15th and to this date there has been no response, so whether it was one last knife in the ribs who knows, but we couldn't take the risk. Mike says he has spoken to the reported ne owners who seem to be very approachable and is trying to arrange a meeting. He is reported to be an Abalone fisherman and is going to put a Manager onto th property, things can only get better.....

At the time of writing this we still have not received our deposit back from the D.N.R.E. so I hope everything is in order there.

Around Castlemaine things are happening, John Lynch is still walking around with a bulge in his pants and rightly so after that great run, however he has turned 50 since that run, is there a Geriatric Wheelchair class in the new rule book???? Mark Hadfield and Wally James have the motor away and a special exhaust under way. The Charlton/Parker '32 Roadster was last seen heading North apparently Kevin is chasing some sponsor dollars and will have the car there to help make an impression. We have had our motor to bits and can't fault it, putting it back together with all the same bearings and rings, only replacing the spigot bush. We have a new super duper clutch being built, the gearbox is getting a good checking over, a ne diff pinion shaft is under way for our rear mounted overdrive unit. New steel door tops have been hand made by master body man Mark Rye for us to weld on to keep the windows in place. However, tyres are of a concern at present as our size is not available. We may have to do an Al Teague and shave the whiskers off as we have cords showing even though they have only a few passes on them, work never stops, possibly it is just as well we don't race each month. We have rounded up all the parts we have from previous engines



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DLRA
 PO Box 349 Castlemaine VIC 3450
 Phone: 03 5472 2853 and Fax: 03 54721241
<http://www.vicnet.net.au/~dlra>
drylakesracersau@hotmail.co

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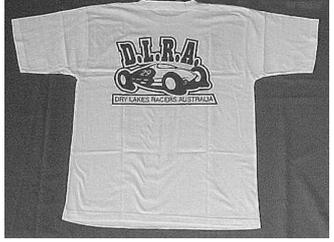
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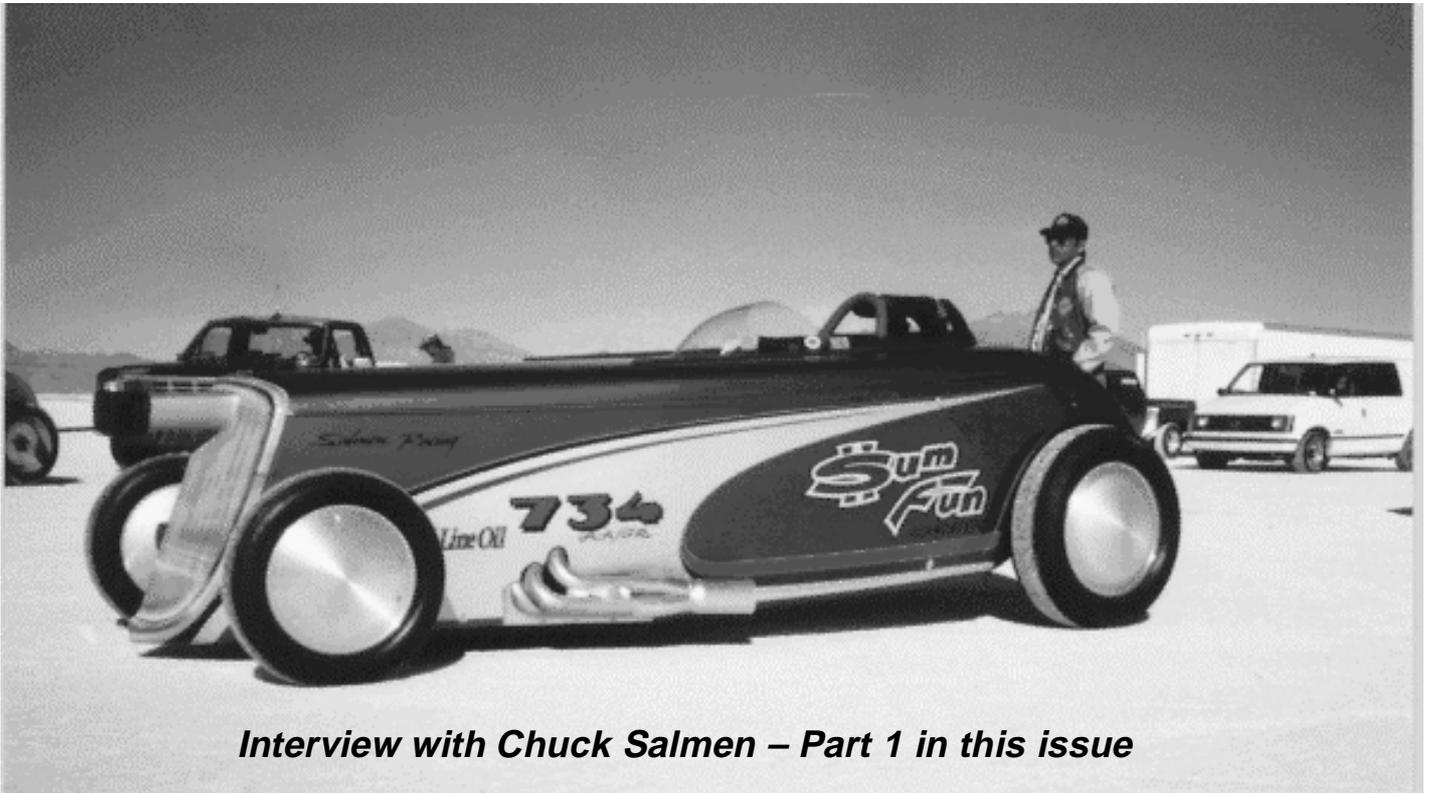
AUCTION PLEDGES

There are still a number of outstanding accounts from the 2002 DLRA fundraising auction. These people have already been invoiced and payment is now past due.

We recognise and thank you for your support by bidding at the auction, but now we need you to honor your pledge. The proceeds from the auction go directly to offsetting the cost of conducting the Speed Trials. Without the auction, competing at Lake Gairdner would be A LOT more expensive.

If you haven't paid yet, please contact the DLRA office (03 5472 2853) or better still send your cheque to DLRA Auction, PO Box 349, Castlemaine VIC 3450

SPEED TIMES



Interview with Chuck Salmen – Part 1 in this issue



Andrew Parish,

Thanks for the article in Street Machine Magazine.

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Dry Lakes Racers Australia