

# SPEED TIMES

ISSUE 15

OCTOBER 2002



*Kiwi's competing at Bonneville in 2001 , the Harris team C/GR and the Casey Hill crew (F/STR & F/BGR)*



Photo of Duke Hamann's '28 Chev 4 powered dragster as raced in early 60s  
(picture supplied by Colin Taylor-Evans)

**Interview with Chuck Sam en –  
Part 2 in this issue**

Duane and Lisa Jones in their NZ built  
'57 Fairlane convertible



# Dry Lakes Racers Australia



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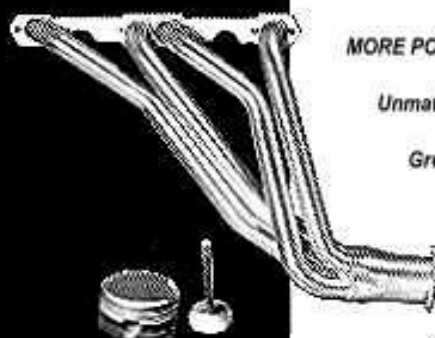
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### DLRA

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*left – Team Harris at Bonneville*

## **Presidents Report**

The most important news for those who have not heard yet, is that Mt. Ive Station has been sold. The new owners did not know about the DLRA or our camp when they bought the property, but now they know who we are and what we do, they are prepared to work with us. Four or five of us are planning to go to Mt. Ive on the 3<sup>rd</sup> November to meet the owners and discuss each others requirements and the location of the camp. We may have to move the camp to another location out of the general tourists eyesight. This will probably not be far from where it is now.

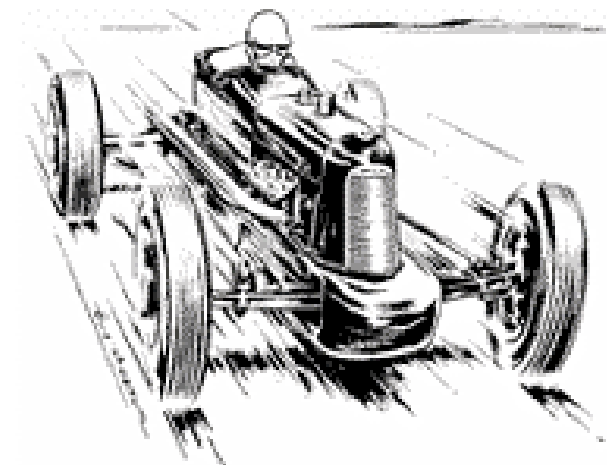
We received most of our bond money back in early September from the Department of Environment and Heritage (National Parks). They kept \$500 to pay the costs to clean up 2 oil spills from engines and some general mess in the pit area. The letter is printed elsewhere in this issue so everyone can read it and understand why they kept the \$500. **READ BETWEEN THE LINES AND UNDERSTAND THAT THIS CANNOT HAPPEN AGAIN.**

Our timing equipment is another area where we are going to have to spend money for new and repacked batteries and at least one transmitter and one receiver. But really we need 2 spare transmitters / receiver sets in case of damage or malfunction. This is going to cost, but we cannot run a meeting next march without these parts. Peter Noy has done a good job searching for this equipment for us.

Do we have an electrician amongst us who will be going to Lake Gairdner in March and who is willing to test and tag all our electrical equipment. If you think you can help, contact me or another committee member.

Graham Cowley #54 has sent in information regarding vehicle testing at Mangalore airport (near Seymour in Victoria). This would be on a user pays deal, the more people participating the cheaper it is per car. Maybe this could involve another club or clubs. The full info is reprinted in this issue. Graham also said the Avalon airport (near Geelong Victoria) is available for the same purpose. It is longer at 3000 metres, but costs \$2000 per day plus insurance.

*Rob Carroll*



**Bonneville National Speed Trials**

## **Minutes of the General Meeting**

**HELD AT AUSSIE DESERT COOLER PREMISES  
350 MURRAY ROAD PRESTON VIC**

**18<sup>th</sup> AUGUST 2002**

The meeting opened at 10.45 am and was chaired by Rob Carroll, who welcomed those present with a special welcome to visitors; there were approximately 40 people in attendance.

Apologies were received from: John and Debra Dawson, Robin Cseh, Eddie Ford, Andy Jenkins, Chris Weir, Steve Van Beel, Rod Saville, Greg Kelly, Mick Turkington, Keith Stamp, Delvene Manning, and Greg Wapling.

The minutes of the previous meeting were read by Rod Hadfield, they were moved by Mark Hadfield and seconded by John Lynch.

The financial report was read, showing a bank balance of \$26,658.83, Rod Hadfield moved that it be accepted and it was seconded by John Broughan.

### **Stewards Report:**

John Broughan addressed the meeting, he is writing up Starters Guidelines and is looking for input from people experienced in setting up the track, Wayne O'Grady stated that he had such guidelines, John and Wayne will put this together. John also reported that he is looking at rearranging Scrutineering for the next event, he went on to state that the Timer should be the only one to authorise to let people on the track as he is in the best position to observe.

There was a brief discussion on a recent accident at El Mirage, although no-one knew the full details and Wayne stated that we would be unlikely to ever know what actually happened.

John explained various aspects of the rule book, Rod congratulated John on compiling the book and Carol for the printing and presentation. There was a round of applause from the meeting.

### **Inward Correspondence:**

Rod read a letter received from Mt. Ive Station regarding our campsite, a letter of introduction from Todd Alexander regarding Surveying of the track, a letter offering assistance from member no: 313 Colin Young with Engineering assessments and a letter from Greg Wapling explaining his absence and including some suggested T shirt designs along with an update on the website.

### **Outward Correspondence:**

Rod read a letter of response from Our Solicitor to Mt. Ive Station and a letter from the Development Assessment Commission regarding a planning permit application for our campsite to be submitted. Rod explained his discussion with Joanne Payne from the Department and how she advised to submit the application, the form has been forwarded to Mike

Davidson for completion as much of the information required is only available in South Australia.

Wayne O'Grady moved a motion that a proposal be put forward for the Dry Lakes Racers to apply for a sub lease on the existing campsite area at Mt. Ive Station, this was seconded by Len Souter, all in favor. Wayne is to speak to the Pastoral board to investigate this.

### **General Business:**

The meeting was shown three possible poster & T shirt designs followed by a discussion which included that a chance be given to James Bailey from "Stomp Impressions" to submit a design.

John Broughan moved that artwork for event advertising include vehicles that competed at the previous meeting, this was seconded by Steven Stamp, all in favour.

Norm Hardinge is to follow up Stomp Impressions and the committee is to decide the final design.

Wayne O'Grady suggested that any advertising only include our web address for contact.

Steven Stamp accepted a key from Robert Forbes of Sebastopol Auto Sales for his campsite bed to be forward to Keith Stamp.

A call was made for members interested in Club Jackets, at present we have three jackets in stock and seven members lodged orders.

Rod explained that Greg Wapling is seeking help with the Newsletter distribution and that he is happy to print and collate it all but is seeking more driver profiles. John Broughan, Norm Hardinge and Vicki Howard expressed their willingness to help and will contact Greg.

An apology was made to Alan Murchison for the oversight of the submission of his contribution for the Newsletter and it will be put in the next Newsletter.

Rob Carroll reported on his conversations with Peter Noy who is investigating the conversion of our timing equipment to a wire free system as the batteries need replacing and spares are needed owing to the damage caused to the equipment being hit by race cars. There was also a discussion on our radios, Trevor Beck is to investigate the upgrading or sourcing of new ones.

The meeting was told that the club has not received our Bond back from the Department for this year's event, some discussion took place regarding oil absorption material. John Lynch offered to bring such cleanup equipment, John Broughan suggested maybe a pump and detergent, it was also suggested that it be put in the next Newsletter that all competitors bring their own absorption material. There was a discussion on the track layout with input from Kevin Saville, John Broughan voiced his support for its location stating that the Island made a perfect viewing platform with no chance of spectators being injured.

The Raffle was drawn at this stage, with winners being Cled Davies 1<sup>st</sup>, Brian Nicholson 2<sup>nd</sup>, Fabian Mack 3<sup>rd</sup> and Bill Heeremans 4<sup>th</sup>, the raffle raised \$117.05, Cled

kindly donated his winning 50<sup>th</sup> Bonneville anniversary badge back to the club for next years auction.

Rob Carroll raised the problem of dust on wheels and mudguards on vehicles entering the salt, it was felt that a lot of the salt discoloring actually came from mud created trying to wash dust off. Kevin Saville quoted figures on the amount of water that was being wasted and that some people were in fact washing their whole vehicles. John Broughan suggested that we hire a large leaf blower, the meeting felt this was a great idea and that we write to Kennards Hire Service regarding the possible sponsorship of a suitable leaf blower for hire.

Rob Carroll reported that he has spoken to Trevor Beck regarding the water supply for the campsite and washing down of vehicles, Trevor indicated that Sherrins Hire in Port Augusta may be closing down due to losing a vital contract and we may have to source another supplier. Rob will speak to Trevor about compensation to Sherrins for the loss of a truck rim; the meeting moved that a letter of appreciation be sent to them for their support.

Rod reported that club member John Ould had sadly passed away.

Rod suggested and moved that we write to Kimba Lions club re possible catering for next years event, seconded by Simon Muntz.

Rod raised the questions of tyres and whether anyone requires purpose manufactured salt tyres and how the scrutineers could determine if tyres were safe with cords visible.

Steve Charlton reported on his investigations into water saving shower heads and taps for the campsite, Steve is to organise the purchase of these.

Rod reported on Larry O'Toole's trip to Bonneville.

The President asked if anyone had anything they wished to Buy or Sell.

Steve Charlton explained a fundraiser suggestion where the winner would receive a \$3000.00 prize and members that sold tickets would get their newsletters free for the year. The members agreed for Steve to go ahead and organise this.

Brian Nicholson moved that our Public Liability Insurance be investigated by Greg and Kathy Kelly; this was seconded by Rod Hadfield. Cled Davies reported on the difficulties he has been experiencing as the "Bendigo Swap Meet" organiser in obtaining Public Liability Insurance, even though they had never had a claim in the past.

Greg Kelly as Race Director has requested some guidelines for the meeting procedure and if none exist he is to produce rules and regulations. John Broughan spoke on the need for indicator signs such as "Speed limits", "Keep to the Right of Line" and pit rules, the Moe boys have volunteered to do this.

The meeting was reminded that the aluminium plaques that Chris Weir organises are a good money spinner for the club at \$15.00 each but a minimum of 10 is required for each run.

Thanks were extended to Norm and Vicki for hosting the meeting.

Steven Stamp read a Newspaper article from "The Shepparton News" about club member Malcolm Church receiving serious injuries and his American friend being killed when their vehicle, which was stationary on the side of the road was run into by another vehicle in the United States. The Secretary is to send a get well card to Malcolm.

The meeting closed at 1.30pm

## ***Rods Ramblings***

Wanted: Someone out there with nothing to do!

We now have 328 members (6 of these are deceased) every day, letters to write, phone calls to make, things to check on, bills to pay, people joining, buying rule books, which of course must be printed and trying to make sure we have somewhere to race, doesn't anyone want a job. Sincerely, there have been some nail biting moments lately but with help from Rob Carroll and Andy Jenkins we are working our way through.

I have had several discussions with the new property owner, who after a very shaky start now knows what we are all about and has shown that with negotiations things can be worked out. He had no idea what we were about and seemed to be very disillusioned with the previous owners who had not mentioned our club or campsite. He bought the property sight unseen, I rang him to explain ourselves the week before he went out to see his purchase. He rang me back and could not understand the whole scene, however, after a long discussion and assurances that things could be worked out, then a follow up call from Andy, we look as though we will be better off in the long run. As of the date of writing this article we have the new owner's verbal consent to leave the campsite as is until next year, after which we are to move the camp to a site he is offering us permanently, a site inland towards the lake from the bore where there is a phone and a shearing shed. He has no objections to us plumbing up to it's roof for water (when and if it rains). We could fence off an area or possibly not even have to) as it is where no-one can see it or goes and according to Andy there is a possibility of another entrance to the lake which would solve a lot of our driving on problems.

This is how I see we have to approach the problem, the new owner has been offered our water tank and our septic tank as he has intentions of putting a modern toilet and cabins up, thus this will help him, we still pay an access fee yearly, for in return he will give an area to be called ours, use of the shed etc., so that we have a contract to show the Parks People and the Planning Permit people, he has intentions of upgrading the road

from the station, I suggest as fair warning to all members, be ready to shift the camp at the end of next years event, be ready to spend a couple of days doing so. Many hands make light work.

We could hire a semi trailer and fork lift, pick up our belongings and move everything, leaving the site as it was, taking a few photos' etc. A team of us will meet on site with the new owner and arrange it, discuss our future, pay our next access etc. We will make a list of what has to be done and may have to draw on the resources available from our members. Remember, this is only early days and things could change.

We didn't receive our full bond back this year for two reasons: One was almost unavoidable and one was definitely avoidable, all to do with oil. The almost unavoidable was the oil left after an engine blow-up, which if it happens in the future must be cleaned up and can be either by regrading, or digging up. John Lynch's suggestion that bins of oil absorbent be carried in the truck and in chase cars has merit, however, the oil dropped in the pits is unacceptable, it has long been drummed out that tarps are to be used and clearly this is not happening. We have had to ring the authorities to try and explain our intentions to overcome this problem, anyone breaching this requirement in the future will be asked to remove the offending vehicle no matter what it is. We can't afford one more stuff up, one problem we didn't foresee was the surveyors using spray packs to mark their measurements, and we will have to come up with another method, that's easy! The track could still be marked out anyway if no rain has fallen.

We contacted the Kimba Lions club (the phone number turned out to be the local Police) to enquire about providing meals for next years meeting, they came back to us saying it was too big a job for them as their members are all older and thus felt it would be too much for them, so the hunt is on, just another job to do, any suggestions out there?

Gary Baker has been on the Insurance trail overseas and the Kelly's are chasing over here, our previous insurer has not been all that co-operative but we are working on it. Our Jackets have been made and sent out as per our last meeting at Aussie Norm's place. The minutes of this meeting have been typed and are enclosed and will appear in this edition.

Since we blew our clutch we have had a special U.S. one built up, it is marvellous what is happening with clutches and materials, can you believe the one we have now, a twin plate, against a triple before actually has more clamping pressure and it is claimed the hotter it gets the better it grips, so slippage is unlikely, but for the price it would want to grip.

John Lynch has contacted Al Teague re: Tyre usage, there are no official regulations and the authorities turning a blind eye to it. Having tyres that are only capable of five or six runs is just plain out of the question. We had cords sticking out of the tyres when new, the outer thickness is only condom thick, apparently measuring the rolling diameter is one way of

keeping an eye on happenings, another is, that if the air escapes as there is one hundred pounds in them, the tyre will go flat if stuffed. No written guidelines, so what do we do?

A lot of sizes are not available at present, I think the driver signs the form, and it's on him.

Rod Hadfield

## **Chief Stewards Report**

Some people will go to any lengths to get out of doing something.....

In John's case a couple of neat slices to his hand and bit of microsurgery and he thinks that he doesn't have to do a report. Geeeezz

All the best for a speedy and complete recovery John!!

## **Race bike Stability and Safety**

Gary #282

The main ingredients in motorcycle directional stability are (the up side)

1. Forward motion (inertia) which tends to keep the bike moving in a straight line & the higher the bikes speed and weight the less it will be effected by outside forces trying to change its direction, inertia is a function of mass as well as velocity
2. Trail is the distance the contact patch of the front tyre lags behind the point where the steering axis intercepts the ground, the greater the distance( up to the point of diminishing returns) between the steering axis intercept & the contact patch the stronger the self centring force becomes and this increases as speed rises
3. Gyroscopic forces ( primarily the two wheels) gyroscopic resistance to a change in lean angle increases as the rate of rotation of the wheels increase ,gyroscopic forces increase as speed increases ,also gyroscopic precession plays a roll in the bikes stability
4. long wheel base increases stability as it allows for high polar moments which makes for slow steering but high stability.

So the stabilising effects of inertia, trail and gyroscopic effects all increase with speed as an aside bikes steer using camber thrust where as cars use slip angle so car and bike tyres are designed very differently and should not be swapped whether this applies for straight away racing I know not now the down side (aerodynamics and directional stability) as we all know a lower Cd and effective frontal area reduce drag but in our attempts to reduce drag using (partial streamlining) our bike now suffers much more from side winds than our non faired cycle, also even if we manage neutral lift from this streamlining we will still have potentially dangerous lift over the front wheel produced purely as a by-product of drag, drag force acts through a single point at a finite distance above the ground , this produces a torque trying to rotate the bike around its rear wheel thus lifting

the front wheel (so we need to keep the height of the bike to a minimum)

Our directional stability can also be upset when the C of P (centre of pressure) is in front of our C of G (centre of gravity), as our speed increases separation from laminar flow to turbulent happens sooner ,which moves the C of P forward of our C of G causing instability, if we move our C of G closer the front we alter our forward / rear mass bias then we get problems with too little weight over the rear tyre and traction problems arise Unfortunately the rules for partially streamlined bikes do not allow effective measures to overcome these problems i.e. tails, fences , splitter plates etc. and we have to move on to a full streamliner

## **LSR tire information**

Gary #282

I've asked Tom Burkland some questions about high speed tires.

My question:

If a given Goodyear is good for 300 MPH at 1700 pounds as a drive wheel, what might be a safe speed on a non driven wheel (front) with only 250 pounds load?

Tom's reply:

You raise a good question as to the amount of speed rating increase available through drive torque and load reduction on a given tire. This is a similar line of thought to using F-16 main gear tires that were originally rated at 250 MPH with almost 25,000 lbs per tire load. Even with the tread rubber shaved off to reduce the centrifugal force on the casing these tires > only went about 350 MPH with no applied load on our spinning machine. The bottom line is that the centrifugal loads on the casing far overshadow the drive torque loads and the weight. For light casings such as the Goodyear or > M/T the weight may have a difference as the casing deflection and resulting heat generation are increased as the weights go up. Drive torque distributed over the area of both side walls in the tire really does not add significantly to the stresses seen by the casing (remember that LSR cars don't hit the tire with inertia and the friction coefficients are roughly half of a gooddrag strip). Since centrifugal loads are the driving design factors in these tires it is obvious that high strength-to-weight materials and thin tread rubber are essential to a good high speed tire design. Just making the tire stronger does not necessarily help the speed rating (the F-16 tire referenced above was a 20 ply casing with two bead wires and a tread belt reinforcement) unless the strength is achieved without adding too much additional weight. All of the material in the tire produces centrifugal loads that are applied to the load path (tread belt, if used, to the casing cord then on to the bead wire in hoop tension). These high speed tires need to reduce the load generated by limiting tread thickness and casing weight while increasing the strength of the load bearing portions of the tire.

The Front Runner tires, in my opinion, have way too much tread rubber thickness > with all of the break-on-the-dotted-line patterns molded in and the casings are not strong enough for real high speed use. We have run some of them in free spin conditions on our spinner in



the 325 MPH range, so the best case answer to your question would be at zero load and drive torque the speed rating would raise to 325. The casing construction is also not concentric enough to allow the excess rubber to be shaved off safely without cutting into the cord structure.

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note: That's 325 MPH at ->ZERO LOAD<- !!!  
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My question:

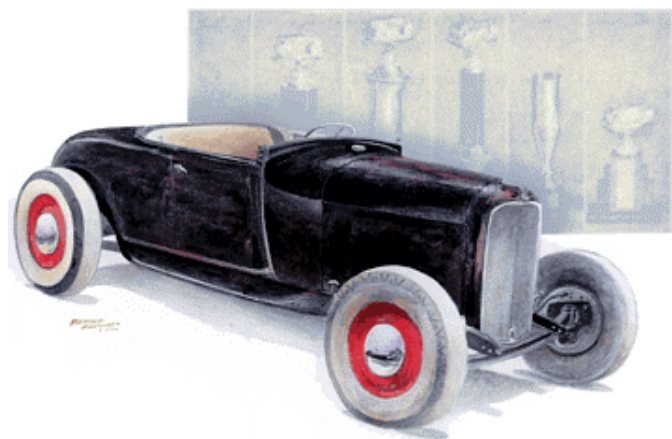
I've tried to convince folks for a long time to use dry nitrogen instead of air in LSR tires to reduce aging. No one's been interested. Am I wrong?

Tom's reply:

All of our spin testing and racing applications use only nitrogen inflation. We have even gone so far as to spin one of the early M/T tires back-to-back with shop air, nitrogen, and helium. The theory was that the inflation gas being lighter would put less centrifugal load on the tire casing and produce less diameter growth since the casing stiffness was constant throughout the test. We were unable to measure a difference in the tire response or diameter at speed except to note that the helium is very difficult to keep inside of any container (leakage rates are about five times the other gases). This result was not entirely surprising considering that the weight of the total inflation charge was only decreased by a few ounces (roughly equivalent to 0.005 inches of tread wear over the outside diameter of the tire). One of the other side benefits of the nitrogen inflation is its thermal coefficients are significantly lower than shop air so the tire pressures do not vary as much with temperature changes (ambient and operational). The lack of moisture and the ozone component of shop air will increase tire life as you mention. Keep trying to convince all of your high speed friends, they deserve the benefit of your wise advice.

Let me know if there are any other ideas I can help you with.

Tom Burkland



## ***Interview with Chuck Sam en part 2***

(Chuck continues) All the engine internals are the best and strongest available and I have no qualms about holding 7200/7500 rpm for long periods.

I did have trouble with my new engine at Bonneville in August this year. The compression ratio is 15 to 1 and at first I was using the ERC 118 'fast-burn' gas, which resulted in detonation kicking out the head gaskets. Fortunately there was no other damage and since then I changed to ERC 118 'slow-burn' gas and ran another meet with no more trouble.

B: What are the limitations of these engines?

C: Valve springs are the only problem no-one has been able to solve. I've used all kinds. The seat pressure is 340 pounds and at full lift (.867") around 900, and the springs fatigue and lose pressure quickly sometimes. So I have to check and maybe replace some on the head at a Bonneville meet, to keep away from valve float. The roller cams and lifters hold up well, but now and then the high spring pressures will cause cam bearing failure, or maybe a bent pushrod.

B: Tell me about your intake system.

C: It's a home made plenum single-plane manifold with Enderle butterflies for a throttle, and Enderle fuel injection nozzles a couple inches from each intake port.

B: Why do you prefer this to a Hilborn BB Chev with individual throttle bodies?

C: It's easier to tune. I use a thermocouple in each exhaust header to monitor the gas temperature. We like them all at 1350/1400 degrees. If there is any variation we can adjust the nozzle size for more or less fuel. I have 25, 26 and 27 nozzles in this engine. One thousandth in the nozzle size makes a big difference in the exhaust gas temperature!

Another thing about this intake is that it's low, and I don't have to have a bump or scoop on top of the hood.

B: How do you cool this big engine?

C: A 4000 watt immersion heater in the 15 gallon water tank gets it to 140 degrees before we fire the engine. A 38 gpm electric pump circulates it. At the end of a run down the Long Course the temp is 170/180 depending on the air temperature. I like to run the water cool as it reduces the expansion of the aluminum block and/or heads to limit the increase in valve tappet clearance which can be so much it reduces the cam duration appreciably.

B: How much spark lead do these big motors like?

C: The ignition retards 2 degrees at high revs and then it's only 25 degrees total. With big cylinders and 15 to 1 that's all it wants.

B: What is your driving technique on the car?



C: Just short shifting, not too much throttle to avoid wheel spin, and we want to get into high gear at 5000, and ease the speed on up from there. Even at 5000 in high gear you can provoke wheel spin with too much throttle, and it can only take full power near top speed.

B: What's your approach to cold-starting with your fuel injection?

C: I have an auxiliary electric pump with a hose and check-valve to the distribution block, and a two-second squirt primes the engine. It will usually start on the starter then, but sometimes it floods, and we have to push-start it.

B: Do you have a fuel pressure gauge on your distribution block?

C: Yes, it shows about 10 psi at idle, and 56 at high rpm.

B: What future plans have you for the car?

C: We think it has a lot more speed in it, and we may go to fuel class, even run a little nitro, to see what we can do with it. A car like this is a constant learning experience. That's what keeps it interesting.

## DLRA Website

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

|                               |    |      |        |
|-------------------------------|----|------|--------|
| <b>Australia</b>              | 1. | 5737 | 43.7 % |
| <b>United States</b>          | 2. | 2021 | 15.4 % |
| <b>US Commercial</b>          | 3. | 883  | 6.7 %  |
| <b>Network</b>                | 4. | 599  | 4.6 %  |
| <b>New Zealand (Aotearoa)</b> | 5. | 410  | 3.1 %  |
| <b>United Kingdom</b>         | 6. | 232  | 1.8 %  |
|                               | 7. |      |        |

|                  |       |         |       |
|------------------|-------|---------|-------|
| <b>Canada</b>    | 193   | 1.5 %   |       |
| <b>Hong Kong</b> | 8.    | 139     | 1.1 % |
| <b>Sweden</b>    | 9.    | 125     | 1.0 % |
| <b>France</b>    | 10.   | 78      | 0.6 % |
| <b>Unknown</b>   | 2098  | 16.0 %  |       |
| <b>The rest</b>  | 612   | 4.7 %   |       |
| <b>Total</b>     | 13127 | 100.0 % |       |

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## International News

### CALIFORNIA HOT ROD REUNION

In October of 2002, Don Vesco will be honoured at the 11th annual California Hot Rod Reunion with a "Lifetime Achievement" award presented by the NHRA Motorsports Museum. According to museum spokesman Greg Sharp, the recognition is given to "unsung heroes who make-up the many-faceted foundation of hot rodding; those individuals who have continued to be a vibrant contributor to the sport."

### WORLD FINALS CANCELLED AT BONNEVILLE



USFRA officials regrets the cancellation of the 2002 World of Speed but there was just too much water on the salt after a surprise, quick-moving storm dropped over a ½ inch of water on the entire course on Monday the 16th. The rains a couple of weeks earlier had reconditioned the course very well and all were looking forward to another excellent WOS. Even though there

was water on the salt in some areas off to the side before Monday, there was not enough to worry about any winds moving it back over on the course.

The course inspection on Tuesday morning showed there was possibly enough salt on the far North end to put 6 or 7 tight miles in by sliding the course down about 2 miles. However, there was also high probability of the water moving over on that area because of the amount of water on the salt at the time. It would also require everyone to drive through a lot of salt water to get to the pits and course. There was still rain in the forecasts for the next 4 to 5 days and continuing cool and overcast weather conditions so drying out in 3 days was not probable. In fact, the course received more water from a couple of significant storms on Tuesday and Wednesday. When all current conditions and projections were considered, the decision to cancel was our only clear option as much as all of us wanted to make it work.  
Gary Allen President U.S.F.R.A.

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### REGARDS

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