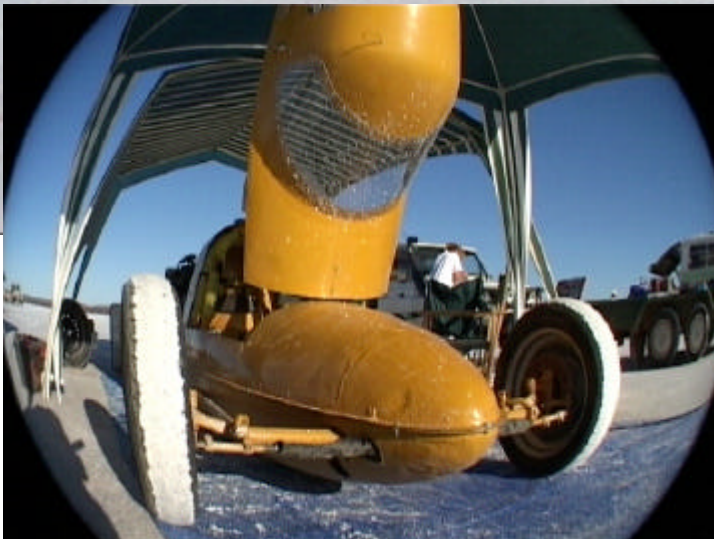


# SPEED TIMES

ISSUE 18 - July 2003



? New Zealand Record  
Breakers at Bonneville  
? Start Line Procedures

# Dry Lakes Racers Australia



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**On the cover**, John Pudney heading out for another run and a fish eye look at John Broughan's Belly Tank

President	Rob Carroll
Secretary	Rod Hadfield
Treasurer	Rod Hadfield
Editor / Web Site	Greg Wapling
Chief Steward	John Broughan
Race Director	Kevin Saville / Rob Carroll
Starter	Cled Davies
Assistant Starters	Mathew Saunders, Geoffrey
Marden, Chris Hanlon	
Timer	Peter Noy
Assistant Timer	Roger Voit
Scrutineer	Phil Arnold
1st Assistant Scrutineer	Lennie Souter
2nd Assistant Scrutineer	Steve Charlton

### DLRA

**PO Box 349 Castlemaine VIC 3450**

**Phone: 03 5472 2853 and Fax: 03 54721241**

**<http://www.dlra.org.au>**

**[info@dlra.org.au](mailto:info@dlra.org.au)**

## **Presidents Report**

*Rob Carroll*

### **Working Bee:**

The working bee as stated previously will be starting on October the 6<sup>th</sup>. I have had some donations of cables, switches etc., and have them in my possession. Trevor Beck has been away on holidays and I have not spoken to him but I believe work is progressing on the ablution blocks and they will be ready for transport to Mt. Ive by October the 6<sup>th</sup>. Several members have indicated to me that they intend going to the working bee, anyone else who plans to go should contact me as we may need equipment or parts transported over there.

### **Leaded Fuel Requirements**

This week we received a parcel from Environment Australia containing leaded fuel passbooks, a list of Approval Holders (of which D.L.R.A. is included) and a list of regulated persons (Who are the fuel suppliers able to sell you racing fuel). If you require leaded racing fuel for your car please send your details along with a Stamped self addressed business size envelope to the D.L.R.A. post office box. Your Leaded Fuel passbook will be send back to you.

In this Newsletter there is a copy of a letter from the Minister for the Environment and Heritage "Grant of Approval" and a list of Approval Holders "Annexure 1". You should keep copies of both of these with your passbook, this will enable you to purchase Racing Fuel. There are 274 listed fuel suppliers in every State and Territory. Please state your nearest large City or Town (if not in a Capital City) and the names and addresses of the closest suppliers to you will be sent with your passbook. A maximum of 200 litres per seven-day period is stipulated. If you no longer require leaded fuel, your passbook must be returned to the D.L.R.A. Post Office Box with a covering letter. The club is accountable for passbooks as they are numbered. This system will operate until June 30<sup>th</sup>, 2005 (for the next two race meetings). After that this system could be extended or a new one put in place. Do this soon so we can get the passbooks out to you in plenty of time for next March's meeting.

### **General Meeting**

Meeting Held At Aussie Desert Cooler – Murray Road Preston 15th June, 2003

The meeting was opened by Rob Carroll at 11.25 am. 37 members signed the attendance register.

### **APOLOGIES:**

Andy Jenkins, Kevin Saville, Greg Wapling, Chris Weir, Delvene Manning, Bill Herremans, Cled Davies, Rod Saville and John Burley.

### **MINUTES OF PREVIOUS MEETING:**

The minutes of the AGM were read by John Broughan.

MOVED BY: Mark Hadfield 2<sup>ND</sup>: Peter Noy

### **FINANCIAL REPORT**

BANK BALANCE \$23,277.01

MOVED BY Rod Hadfield 2<sup>ND</sup>: Les Salmon

### **STEWARDS REPORT: JOHN BROUGHAN.**

John stated that he was disappointed at the turn-up at Speedweek, but despite this there were some impressive speeds recorded. He also mentioned some rule book changes, for example: immediate shutdown if a vehicle leaves the track and removal of the layback windscreen rule. There was a question regarding oil-downs and whether we used the kit that we purchased for the spill at the meeting. John wants to make a scraper for oil-downs as other methods don't seem to work easily. 2000 litres of water was used in the mop-up last meeting.

There was discussion about using engine nappies, it was suggested that they may be a fire risk, John is to investigate these further.

### **STATE MEETINGS**

Peter Noy spoke about the DLRA stand at the Adelaide Hot Rod Show with Dennis Boundy's Humpy Holden on display. He will try to get some cars for display at the "Extreme Horsepower Show" later in the year. He spoke of a couple of new cars being built and about a meeting to be held in September at the Gawler Swap Meet.

### **INWARD CORRESPONDANCE**

- ✍ Letter from Trevor Beck together with accounts for: \$1760.00 to Olympic Dam Transport for cartage of new toilet blocks from Roxby Downs to Whyalla for refurbishment and \$165.00 for 5 cartons of beer for Sherrin Hire drivers for delivery of 2 trucks of water, tilt tray and backhoe for septic tank installation.
- ✍ Account from Sherrin hire for \$250.00 for hire of the above

- ✍ Account from Whyalla plumbing for \$2075.78 being for plumbing requirements for septic installation.
- ✍ An account for \$1319.23 from solicitors, Wilder Moses Bengasino for their work in the dispute between DLRA and the Andrew family.
- ✍ An account of \$3322.00 from Fibre Composites for their work on the shower enclosures.
- ✍ An order form from Sirocco house of leather.
- ✍ A letter from Tecsound advising "change of address"
- ✍ An e-mail from Eric Norton re: insurance
- ✍ A letter from Trevor May re: van for sale
- ✍ Application for fuel exemption

## **OUTWARD CORRESPONDANCE**

- ✍ Paid all accounts
- ✍ Thank you certificates were sent out to: Trevor Beck, John & Debra Dawson, John Dent, Mal Hewett, Greg Wapling, Bill Lenton, Russell Mack, Wayne Mumford, Alan Odgers, Bob Prior, Les Salmon, Jason Vandyk, Peter Noy, Cled Davies, Andy Jenkins, Wally James, Stephen Charlton, Joy & Len Newton And All Tshirt Sponsors.
- ✍ Application for fuel exemption.

## **GENERAL BUSINESS**

It was decided that the Committee start organising Insurance for Next years event.

There was discussion on a forthcoming working bee to be held at the new campsite from Monday the 6<sup>th</sup> of October onwards, for approximately five days. Trevor Beck has forwarded a plan of things he suggested to be done. Rob Carroll is looking into borrowing another digger for the working bee and he called on any members with electrical gear that they could donate to be sent to his place and it was suggested that Greg Wapling put a list of requirements on the web site. Rob Carroll is to be the coordinator of the working bee.

There was discussion on track set-up and hold-ups that occurred at the last race meeting. Les Salmon has offered to chase up some witches hats for next year's event.

Rod Hadfield bought it to the meetings' attention that a heavy duty crane donated to the club by Greg Butler is still at Leigh Fielder's property. It was decided that it is too big for the clubs use and Rod

moved a motion that he would advertise it For Sale in the "Trading Post", seconded by Mark Hadfield.

The meeting agreed to send "Thank You Certificates" to Sherrin Hire, "Spook" Taylor c/- Sherrin Hire and Wes Hutchins C/- Chuck Sharpe.

After some discussion, Rod Hadfield moved a motion that he would phone Len and Joy Newton from Mt. Ive to ask if they would be prepared to make a track from the new campsite to the lake as the club would be prepared to pay towards it. Seconded by Simon Muntz. Rod is also to ask Len about meal delivery from the canteen to the new campsite each night and also to inform him of the proposed working bee in October.

Rob Carroll asked that as many teams as possible bring dust blowers to next year's event, as the one taken to the last meeting by Rod Hadfield had done a good job in preventing dust getting onto the lake.

There was a great deal of discussion about permanent caravans and containers being bought to the new campsite and that we did not want the camp to develop into a dumping ground or looking totally disorganised. It was agreed that this decision would have to be made at the next AGM

John Broughan moved a motion that we raffle a 4 berth room at the campsite at \$5.00 a ticket, this raffle is to be held at Speedweek 2004. There will be more about this in the Newsletter. Seconded by Rob Carroll.

John Broughan moved that we make the old kitchen available as sleeping quarters for the meeting officials. Seconded by Simon Muntz. Carried.

Rob Carroll reported that he would collect some bed frames from Castlemaine Op. Shop.

John Broughan moved that we rent rooms that aren't sold on a weekly basis for \$50.00 per bed, seconded by Ray Charlton. Carried.

Trevor May's letter offering an Isuzu Van for the Timer was discussed, it was decided that it was too big and that the club would thank Trevor for his offer. Brian Nicholson offered to phone Port Augusta Wreckers to see if they could find something suitable.

John Broughan bought up the issue of Insurance if an accident were to occur at the lake and whether club officers are liable. John is to investigate with a Solicitor.

Peter Noy raised the issue of Insurance on the timing equipment, Carol and Rod Hadfield agreed to investigate this with their own Insurance Company.

Rod informed the meeting of the publicity the DLRA had received in the Bonneville Racing News, Auto Action, New Zealand Rodder, Cruizin, Australian Street Rodding and the very large and informative coverage in Street Machine.

Following questions John Broughan stated that Roadster Pickups are not in any class at present but would be put into Roadster class.

Clarification of 200 mph club - To be in the 200mph club a member must set a class record above 200 mph, whereas 200 mph achievers are those who reach 200 mph but do not set a record.

Greg Wapling is to look into the price for professional printing of the Newsletter.

- Robin Cseh presented awards for Speedweek 2003:
- ? "Top Speed of the Meeting" sponsored by Aussie Desert Cooler to Rod Hadfield.
  - ? "Fastest Motorcycle" sponsored by Highway 31 Restaurant to Ron Whowell.
  - ? "Rookie of the Year" sponsored by Robin Cseh Metalics to Adrian & Darryl Hunt.
  - ? "Fastest Roadster" sponsored by Southern Hot Rod Club to Wayne Belot driving Aussie Desert Coolers '34 Roadster.

Rod Hadfield stated that he had contacted Mickey Thomson Tyres who indicated that they were to remake unavailable sized Landspeed tyres.

Steven Stamp spoke on Dennis Manning's' new Motorcycle Streamliner and he is expecting to test it at Bonneville this year and then bring it out to Australia for the 2004 meeting. His old Streamliner has gone into a Museum in Sacramento.

There was a raffle held, sponsored by Robin Cseh, Russell Mac won first prize and the second prize was won by Bob Prior.

Rob Carroll thanked Norm and Vicki for the use of their premises, organising and providing lunch for everyone.

### ***Rod's Ramblings:***

#### ***Rod Hadfield***

Carol and I have just finished writing up the minutes of the last meeting and I have done everything that I was supposed to do, I rang Joy and Len, the new owners of Mt. Ive Station. We had a long talk about things in general, I told them of the proposed working bee coming up on October the 6<sup>th</sup> and asked about the possibility of them helping push a road through to the lake and running an extension out until the salt is thick enough to drive onto. Len said he couldn't see any real worries and I told him that we would pay for any work done. We came up with this idea after several phone calls, that is, if we could get another place to enter the lake the dirt on the surface wouldn't be such a problem, we would all enter on the new road and exit at the old position, that way stopping at the canteen for refreshments and meals which could be taken back to the new camp or enjoyed at the canteen. Len was happy with that idea and it will keep the public viewing area clean and dust free.

I was also to arrange for an advertisement in the Trading Post for the sale of the crane that Greg Butler donated, as it is too big for our own use. The crane is at Leigh Fielders place, I rang Leigh to get a description and he said he would advertise it, I am not sure if that has happened yet.

Greg Butler called in to our shop the other day with fellow member Kevin Ryan after they had dropped items for the new campsite at Rob Carroll's, Greg said that he and his wife had just shifted from where he had lived all his life to Diggers Rest. Another member who has shifted to the Castlemaine area from Broken Hill is Kym deBrenni, bringing with him all his equipment and his 1935 Ford, it is good to see and welcome Kym and his wife, Castlemaine Rods has thus acquired another member, but has also lost one with the death of Michael Farrell who died suddenly at 52 years of age. Michael was a keen Drag Racer and Street Rodder and also took an interest in the D.L.R.A. having been to Lake Gairdner on several occasions.

With only six months to go, we here at the Rod Shop are pushing hard getting ready for next year's event. I phoned Mickey Thomson Tyres who said they would be making more tyres!! But when?? I

placed advertisements in Bonneville Racing News for tyres with no response at all from the 1st add, but after the 2<sup>nd</sup> add came out I received a letter from Mr. Bill Manly who runs an Offy in a Streamliner in 3 litre class who had two new tyres the size to suit us for sale. He also has five '32 Ford Street Rods, 42 early motor bikes, his Streamliner, 2 Offy powered midgets and spare engines. It only took a phone call and I had the tyres and I asked him plenty of questions about his other wares, he was retiring at 70 years of age and everything must go. Once I had done that deal, an email arrived with yet another set of tyres, our size and all, this guy was going to Bonneville and said he would take them if I new of anyone going, so I knew Mike Davidson was and after calls to Mike's wife Anne I was able to get Mike's U.S. phone contact number. Mike kindly offered to bring them home in his box, so a big thanks to Mike.

With the power we are now making with our car and the extra we expect, we figure that the only way around our gearbox problem is to get a purpose built box with the ratio's to suit, so after corresponding with Jerico, a deposit has been made and our box will be ready to ship in around 8-10 weeks. With our onboard monitoring system we were able to determine that at 260mph there is approximately 3 lbs of boost entering the bug catcher, which is in fact untapped power, so we have sent our camshaft off to the Crower Company in the U.S.A. to have it ground to take advantage of the hopeful free power source. There was not a fault anywhere in the motor after last meeting with even the bearing being unmarked. Making of full power at 6,200 rpm we are now confident that we may go to 6,500 next meeting. We had also been looking at the flows in our heads and to our dismay the flow characteristics are very bad, so we are currently looking at ways for reshaping the ports to improve the situation, but finding a product that will do this, yet not be affected by the Methanol is a big ask, has anyone got any ideas?

I was speaking with Larry O'Toole from "Australian Street Rodding, who went to Bonneville this year, he said the meeting was a 100% success with four teams from New Zealand there and a Swedish team as well. He said he can't believe how many Side Valves were there, Mike Davidson said the same and there were Rat Rods everywhere. Larry also met up with Gail & Al Philips who are still talking of coming to Australia and making it their home. Larry also said there

was a Suzuki the same as Leigh Russell's running around the 100mph speed and was telling everyone how well it was going until he was informed that there was one "Down Under" running 129mph, which apparently wrecked the guys day.

Norm Hardinge has had the posters for next years event printed and I have them here, I took some to the Wollongong Hot Car Titles and sold a few at \$2.00 each.

Peter Noy has arranged cars to be on display at the forthcoming "Extreme Horsepower Show" in Adelaide and we will try and sell a few there, thanks to Peter for pushing the club in South Australia, he has also organised a meeting for the South Australian members and anyone attending the Gawler Swap Meeting.

Club member Brian Nicholson has found what we are looking for in the form of a petrol Toyota Hiace Van which is running fine and will suit our starter's requirements perfectly. We have to work out how to get it to the lake, has anyone got a trailer and is going to the working bee? Thanks Brian, well done.

How keen can you be to come to a General Meeting, Bob Prior and Gary Baker proved how much by riding down from Sydney to our last meeting at Norm and Vicki's, good effort guys. Speaking of Norm and Vicki, they did an excellent job that day with food for everyone and a nice warm venue. Thanks guys.

Are there any members interested in purchasing rooms or beds at the new campsite? Please contact John Broughan and don't forget John's raffle for a bed at the AGM to be held at Lake Gairdner.

Castlemaine members will be holding a working bee soon to repair beds before the October working bee.

Norm Hardinge and myself travelled to the Red Back Hotel in Flemington Road, Melbourne on Tuesday the 19<sup>th</sup> of August following a request from the Nostalgia Drag Racers to give a talk and show some videos on our club. We sold them some rule books and flew the flag in general, they asked a lot of questions and with the lack of drag racing in Victoria and with no prospects of any we may get some members from it.



Castlemaine Rods invited Mr. Peter Tangey from Vigil Insurance to speak at the clubs meeting in August, where John Lynch and I gave him a grilling on Insurance of all sorts. Peter was very cool and answered every question thrown at him and he indicated that if we needed a hand he was only a phone call away, he is very keen to get Vigil up and running after working for Shannon's for a number of years. They were sponsors at this year's Street Rod Nationals, I have seen their name as sponsors at many events including next year's Castlemaine Rods run to be held in conjunction with the Lions club Swap Meeting.

There has been a lot of correspondence with the U.S. bike Streamliner team belonging to Dennis Manning who wants to come and compete at next year's event and hire our track one week before our event, which of course has in itself caused plenty of headaches for us, but on the plus side he is prepared to mark the track with special markers, he doesn't require the timing as he only wishes to test, he has a 16 person crew and will pay for the lake and his share of the Insurance. He is coming to Australia in November to finalise things and we expect to have a meeting with him on the Saturday night of the Bendigo Swap Meeting, so keep this date in mind if you can possibly make it.

I would also like members to note that we have the Castlemaine Rod Shop business on the market which can be sold as is-where is, or relocated, whatever, we'll talk. After 28 years we would like to step back a little, so any family out there that may be interested in one of the few businesses in Australia that is unaffected by floods, fire, famine, recessions, bank interests, governments or just about anything and with endless possibilities, this is for them. See the advertisement.



## Discussion Papers

Cled Davies (Official DLRA Starter) has provided the following information for discussion at the next General Meeting. If there is agreement of these papers, they will become the adopted start line rules and procedures.

### Competitors and Pit Crews

The following safety checks will be undertaken by the start line official.

Please assist in implementing these procedures;

- ? Check **scrutineers pass**
- ? Check **valve caps** on all wheels – must be metal caps
- ? **Safety Belts** – clamp down – must not be able to force hand between belt and body
- ? **Helmet strap** – barely room for finger between strap and chin
- ? **Wrist Restraints** – check mounting and wrist fit – not required if safety net fitted
- ? **Neck Brace** – required for vehicles with speeds over 125MPH
- ? **Racing Suit/Overalls** – fastened and zipped to neck
- ? **Fire Extinguishers** – check safety pins removed
- ? **Parachute pins** – check safety release pin removed
- ? **Gloves On**
- ? **Helmet Visor** – Down
- ? **Windows** – Up
- ? **Doors** – Shut Tightly
- ? **Driver** - all clear to go – green light
- ? **Timers** – notify departure
- ? **Next Competitor** – Call to start line

**NOTE: All drivers/ Riders/ Officials = Zero Alcohol Tolerance**

### Start Line Procedures

To ensure an orderly and safe start line the following suggestions are recommended;

When coming to the start line please place vehicle in orderly single lane queue. Should you be making a record attempt, please line up at the left of the main queue and notify the starter of your intention.

Write your particulars on the black board at the start line;

Drivers Name

Vehicle Number

Class

As vehicle on start line leaves, bring your vehicle to start line and prepare for safety checks.



# NEW ZEALANDER'S ATTEMPT LAND SPEED RECORD

David Mead

Bonneville, Wendover, UT



## #397 Harris Family C/GR

The crew completed unloading of car from shipping-agent on Wednesday afternoon, and departed Los Angeles 6pm for the first stopover at Circus-Circus in Las Vegas arriving shortly after midnight. Despite the late hour they met up with Foot, who impressed the local constabulary by "baring his all". Next morning they found a blowout on the rear of the camper which was repaired at a tire-shop and they were able to head out just after lunch without incident. Seven hours later arrival at Wendover was tempered by a "lost booking" at Motel-6, something that seems common in town with all hotels heavily if not over-booked for most of the week. Chris got a bit verbal and quickly got that one sorted out!

We arrived in Wendover on Friday, the pit was set-up next door to Hogan/Martin, lots of shade area this time around! Tech was no problem, flew through with some good complements from the SCTA regulars. Everything is ready to join the line-up Saturday noon for a first test-run... with record entries do not know when this will be! Dwayne Jones has a "classic" '50 Caddy Coupe' Deville for tow-car, sure this will attract attention.

## Saturday Aug-16

One run completed today, target was to backup the 194mph short-course number of 2001 with a 200mph pass. Weather conditions were good and the wait-time moderate at less than 2-hours, course conditions were only moderate with loose salt through the mile. Car ran strongly, pulling easily

through 8000 and Lincoln was very comfortable with car. Very encouraging 217mph clocking through the mile, well on target for current record of 226.9. Comprehensive check of car this evening & all looks good, Chris & Lincoln both very pleased.

**Run #1 – Short course** August 16th, 2:20pm  
Temperature: 84F R. Humidity: 33% Relative  
Altitude: 6805' Wind: 8mph  
1/4 Mile: 211.432mph 3 Mile: 217.126mph

## Sunday Aug-17

Second run for the event today, first pass on the long-course & a serious attempt at qualifying for a record. Course conditions were very loose through first two miles, Lincoln was conservative with early incrementals slightly below yesterdays short-course shake-down. Beyond the three-mile the car settled and pulled very strongly right through the final two flying miles, for an outstanding 230mph average in the fifth-mile. This qualified the Harris team for a morning run against the 226.9mph C/GR record. Tonight the car is in impound, checked and ready to run at 7:00 Mountain Time.

**Run #2 – Long course** August 17th, 1:40pm  
Temperature: 83F R. Humidity: 13% Relative  
Altitude : 6711' Wind : 2mph  
1/4 Mile: 208.291 mph 3 Mile: 215.213 mph  
4 Mile: 226.217 mph 5 Mile: 230.309 mph

## Sunday Aug-18

Following yesterday's successful Qualifying run (230.3mph), the car went to impound where the team had 4-hours to undertake all service work required. During this it was found that two valve-springs had gone away and a leak down showed on #3 showed a dead cylinder. Suspecting a damaged piston the team decided to undertake only what service was possible in the allotted time and make a record run.

This morning the car ran 213mph on seven cylinders (#3 Injector disconnected), which although 5mph below that required for a successful record, was definitely the best-shot possible. Lincoln reported the car handled well on a good course, and was accelerating slowly but with reduced power could not get onto torque peak required.

**Run #3 - Record Attempt** August 18th, 7:55am  
Temperature: 68F R. Humidity: 26% Relative  
Altitude: 5741' Wind : 8mph  
1/4 Mile: 196.091 mph 3 Mile: 200.848 mph  
4 Mile : 209.242 mph 5 Mile : 212.242 mph  
Exit : 213.038 mph

The team is currently de-camping and will leave Wendover tomorrow.



### #267 Hogan/Martin/Rea XF/BFR

The new Hogan-heads are fitted and car sounds very strong. Tech has been completed but there were some classification issues relating to rulebook changes since '98. All have been resolved this evening, but it was too late in day to make a shakedown pass today. Keen to get laps on the car tomorrow.

First pass for the team today resulted in strong 166mph in first 1/4-mile trap, but slowed through mile with a blown head-gasket and torched cylinder-head. The original heads have been refitted, and a pressure split in water-tank repaired. Car has been fired & sounds very crisp, ready for an early run on the short-course Monday morning.

166.573 141.008 17-Aug-03  
 175.55 178.672 18-Aug-03  
 188.496 Record Run 19-Aug-03



### #2760 Kiwi-A-Salt, Casey Hill #2761 Kiwi-A-Salt, Leonard Keith Hill

Casey's diminutive Honda powered roadster has made two passes, 110 & 93mph. Some work to do, Casey is positive as ever!

2760 G STR 93.412 102.525 17-Aug-03  
 2760 G STR 90.264 93.666 17-Aug-03  
 2760 G STR 110.628 110.884 18-Aug-03  
 2760 G STR 0 0 No Start 19-Aug-03  
 2761 G BSTR 125.652 125.308 20-Aug-03  
 2761 G BSTR 131.266 Record Run 21-Aug-03

### OFFICIAL RECORDS - 2003

No.	287		2761
Entry	Hogan, Martin & Rea		Kiwi-A-Salt
Eng	XF		G
Body	BFR		BSTR
Old	170.165		0
New	183.584		128.287
Diff	13.419		128.287
Driver	Andrew Rea		Leonard Keith Hill
Date	19-Aug-03		21-Aug-03

### Email

We have about 22 DLRA members who have access to email, receiving news and updates as they happen.. Could the following members please supply their new e-mail address to [info@dlra.org.au](mailto:info@dlra.org.au)

006 Peter Noy  
 068 Wayne O' Grady  
 120 Chris Fraser  
 260 Jim Fruin  
 261 Robert Chadwick  
 263 Les Moran  
 265 Robert Morrison



## More Photos from the 2003 Speed Trials

Thanks to Peter Quick for sending these in.



Bob Prior and Suzuki



Chris Fraser and Crew from the Silverton Pub



Falcon at Sunset



John Pudney, just taking it easy



Lucky Manx getting a tow



Mal Hite and the Sporty

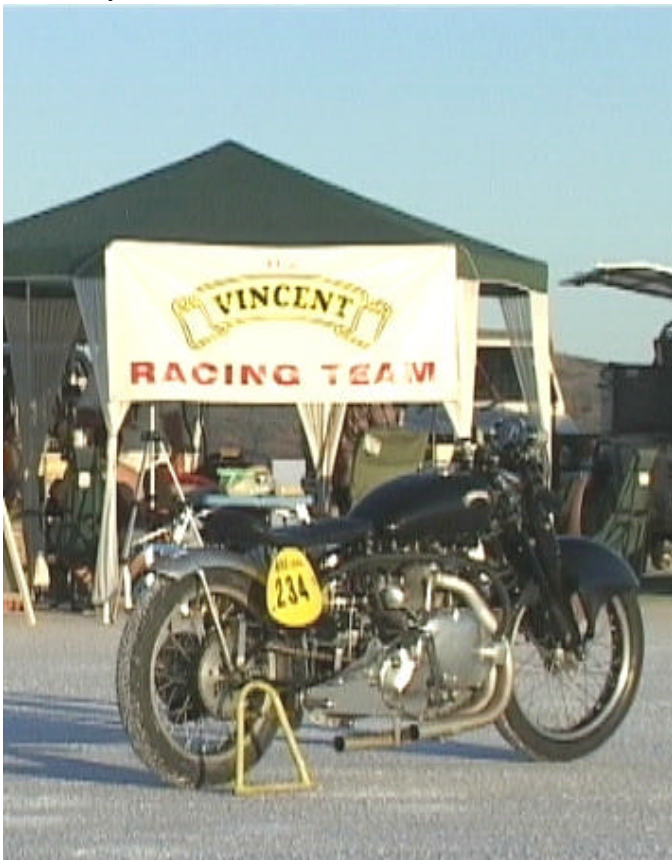


John Broughan's Bellytank





Moe Boys Falcon



Vincent Racing Team



Scot Webster

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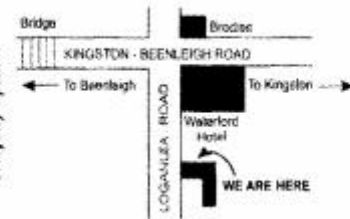
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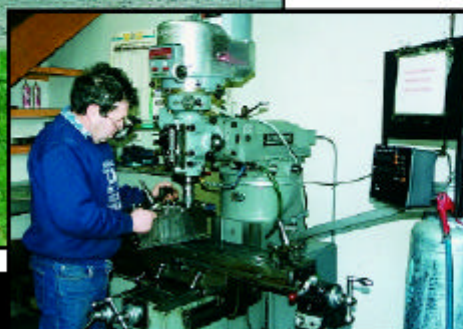
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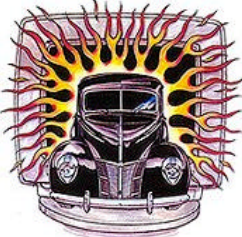
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