

SPEED TIMES

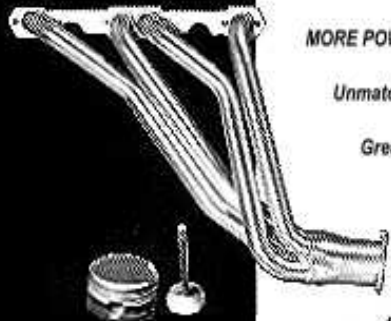
ISSUE 28 - April 2006



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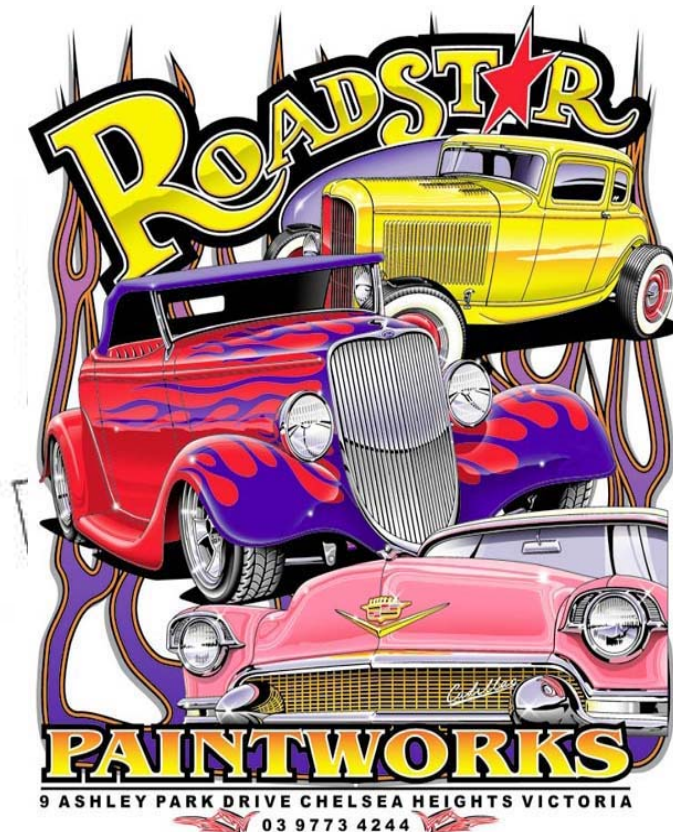
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On the cover;

Alan Fountain's beautiful new Bellytank makes its debut on the salt and Ray Charlton's 32 Ford Roadster which has seen many campaigns to the salt.

Left: Terry O'Connell gets strapped in to his new Lakester

President	Rob Carroll Ph/Fax 03 5472 4370
Vice President	John Lynch
Secretary	Rod & Carol Hadfield
Treasurer	Rod & Carol Hadfield
Chief Steward	Brian Nicholson
- Assistants	Bruce Fisher & Gary Brennan
Motorcycle Steward	Gary Baker
Race Director	Kevin Saville / Rob Carroll
Chief Starter	Cled Davies
Assistant Starters	Chris Hanlon, Paul Lynch, Matthew Saunders, Don Noble and Eddie Jackson
Timer	Peter Noy
Assistant Timer	John Hanson and Eric Smith
Scrutineer	Phil Arnold
1st Assistant Scrutineer	Lennie Souter
2nd Assistant Scrutineer	Steve Charlton

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Presidents Report

Rob Carroll

To say the very least, Speed Week 2006 was very interesting. Even if you did not attend, you most likely knew by Monday (6th March) that the Lake had water on it. This made it difficult to set up the track, so we worked on setting up parts of the track that were not covered by water and by Sunday we had this done and the pits marked out. Then on Sunday night the wind turned around to the south and by Monday morning the water had moved north back to where it had come from. It was still visible in the distance, but not a problem to us. We then completed track marking.



Unfortunately the water had left the track damp and slippery, so we set up the start line at 3 1/2 mile. This would give us 1 1/2-mile speed up section and timing from 5 mile to 6 mile. The problem here was our longest coil of wire for the 6-mile lights to the timing van was tangled up on the reel. By the time a large band of helpers got this untangled enough to use, we did not start timed runs until after lunch on the Tuesday. We ran with the 2 1/2-mile track until Wednesday evening.



After runs finished on Wednesday we moved the start line south to the 1 mile marker. This ran well for Thursday and Friday. By 2pm Friday all

members had finished making runs except for the Ack Attack streamliner. They were waiting for less wind, so we kept the track open until 5pm. They decided it was still too windy, so called it a day and we started to dismantle the track. We did as much as we could until dark then came back on Saturday to finish it off. By the time we got everything back to camp, put away and cleaned vehicles and toilets the last of us left camp around 3:30 or 4:00 p.m.

There was quite a deal of talk about not getting enough runs this year, but some of the reasons for this were out of our control. Some of these being obviously, water on the track, 2 motorcycle crashes, a serious fire, tangled timing wire, almost double the number of entries as last year and some start line misunderstandings that some were calling manipulation at least.

To address this, significant changes will be made to pit / warm up track / staging area / start line to streamline operations. Gary Baker is redesigning the tech inspection sheet for motorcycles and Brian Nicholson is making some adjustments to the rule book and car inspection sheet. These changes are in response to the 3 incidents we experienced this year. We may even buy another truck to use specifically as a fire truck. This will all be published as details are finalised. I have had a lot of suggestions forwarded to me and read the Forum and these will be taken into account when deciding changes for 2007.

I would especially like to thank all the people who helped in any way this year, especially those who came early to set up or stayed to pack up, as this is a lot of work! Thanks must also go to Bob Ellis and his crew for doing maintenance on the Dodge truck and the blokes whom refilled the water tank late at night when it ran out.

I have had 2 blokes offer to help Gary Baker do motorcycle inspections and am sure he will welcome this. I still need 1 or 2 members to handle inspections on support vehicles as their race cars come through the inspection tent.

At 2007 Speed Week race cars will have to be passed tech before using the warm up track. This track will be **ONE-WAY ONLY** and competitors must have an equipped support vehicle at the start to watch their vehicle and ensure competitor has cleared the warm up track before handing over to the next crew for their turn on the warm up track.

Remember support vehicles must be equipped with UHF radio, fire extinguisher, oil spill kit, tarp, first aid kit and orange flashing light on the roof.

There has been some talk of having a second track similar to the way Bonneville is run. At this point this will not be feasible because for several reasons. Some of these being; not enough volunteers, no second starter, no second timer, need to find out if our old timing equipment still works, we don't have 2 more fire and rescue vehicles and equipment and the main reason, that nobody mentioned, is the cost of surveying the second track. This would be an ongoing cost each year as is the track we have now. I also don't believe we have enough entries yet to warrant the expense and use of volunteer labor to set up a second track. This labor can be used for better gains in other areas such as ;

1 Manning the tent at the entrance to the lake for collecting camping and spectator fees, handing out information sheets, selling tarps and merchandise etc, etc.

2 Daily checks and refueling of the dust blowers
I'm sure there many other activities to go this list that I haven't thought of and these jobs are less effort than setting up a track.

So even though the weather and other problems gave us some grief, it is my genuine belief that we ended up running a reasonably good meeting.

Rod's Rambling's

Rod Hadfield

It was with a heavy heart that I pulled out of our camp on Saturday with a badly damaged race car, knowing that I had probably made my last pass down that stretch of graded salt that I love, yet hate!, but on the other hand I was glad to be able to say thanks to the fire crew, the emergency response guys, the many people there to help and all those who showed so much concern. A big thanks also to those who got their extinguishers to the fire thus saving a total loss of the car.

There was no sign of any trouble on the run, we pushed the car to around 50 mph, running up to around 125 in first, knowing how wet the track was I went straight to 2nd gear trying to avoid wheel spin and shifted into 3rd just on 200 mph and hitting the first timers at 225mph, I made a quick check on the fuel pressure and pressed the NOS button which immediately cut the motor completely, so released it and pressed it again, the same thing happened, so as to not waste the run altogether just wound it to the 6 mile and a 240mph run, I was getting off the power slowly and knowing there was wet salt ahead I pulled the chute, but nothing happened, so started down shifting to

around 100 before touching the brake, it was then things started to go wrong. I noticed smoke coming between the bonnet and the front screen, then smelt oil, I then killed the ignition, turning to get well off the track and jamming on the brakes before hitting the extinguishers, which was when things really got serious. I was instantly blinded and gasping for air. I hit the electric window switches before realising they don't work without the ignition being on. It was then I thought I had better do things in order, I got the wheel off, got my belt off, reaching forward along the net I found the door handle and got that open, then I started on the net having real trouble getting the strength to get the pin out, I finally got it out and started to get out, but remembered my head not following my body because the fan lead was still connected to my helmet, but the net was the main trouble, it was not down and that is all I remember until someone was saying something about "move your legs", then realising the emergency guy was wetting me down and Norm Hardinge was there along with my brother Mark and Debra Dawson all having worried looks on their faces. Thanks guys.



It was a close call and things would have been really serious if the fire crew wasn't there. What it appears has happened, sometime after leaving the line the pressure line from the dry sump pump had split, spraying oil onto the left hand header, setting fire to it, burning through the main battery power lead which then dropped onto the steel extinguisher line, completely cutting it in half and when I hit the extinguishers nothing came out of the nozzle on the left side, the fire had burnt through one of the two fuel lines from the tank setting fire to the tank which blew up instantly heating the NOS bottle so quick the relief valve hadn't gone off and it consequently exploded completely destroying the front of the car, buckling the chassis, wishbone, firewall and body, all fuel pumps, regulator, front tyres, wiring etc. Nothing is impossible to fix but I

can't justify the cost involved, every bit of \$150,000.00 would be needed. The motor appears to be o.k. and the computer appears to have done its job as it was programmed not to allow the NOS to come in under any one of four conditions: low fuel pressure, low oil pressure (which is what we must have been getting), excessive temperature or excessive RPM.

There are many lessons to be learned from this ride: All drivers must be timed to see how long it takes them to get out of their vehicle fully suited, electric windows must be wired to be live when the ignition is off, extinguishers charged with contents that don't overcome the driver (which is now available but wasn't when we built our car), engine bays must be completely separate from the interior, it is no good having extinguishers going off where there is no fire and possibly the biggest lesson of all is that the fire crew couldn't get to the fire because of the completely sealed front. All these problems could be easily overcome and I have written to the new Chief Steward with these and other suggestions.

This year's event was by far our biggest entry list and losing two days with the water blowing in really put us in an almost impossible position. Many people didn't even get a run, anyone who paid and didn't get a run please let us know and we can make sure it carries over for next year's event. I ask people who were affected not to get too upset as it is all a learning curve and streamlining will be introduced as we learn. Remember we are all volunteering our time.



On a happier note the Ranger was happy as were Len and Joy Newton, our auction was a very successful event and the U.S. team went away with praise for our efforts even though the water ruined any chance they had to get the record they wanted, under normal conditions 90% of the previous meetings would have seen them get it. I feel really bad as I talked them into coming at the last

Bonneville meet. I talked to Mike Akatiff at length on the Friday night when they decided to pull the pin on it and he was very disappointed but said he had learned valuable lessons in many areas. When they pulled out they left the club some oil, 5 popup shade covers, a ground sheet and 6 drums of fuel which I bought home and have given to Bob Fisher Superchargers to sell for us, they also left us the money given to us for expenses which they well covered and I will write to them with a thank you from the club. I will also be sending thanks to the Fire crew and Firejack Pty. Ltd. who Peter Noy works for, as they fuelled our extinguishers at no expense.

There were many people who worked hard to make this event happen, but from my observations the ones that need special thanking were: Gary Brennan, who worked tirelessly from an early arrival to a late leave along with conducting a raffle that raised around \$300.00 after expenses. Mark Hadfield and Debra Dawson who didn't see any of the event as they manned the Merchandising tent from the start to the finish. Animal and his team right through to the cleanup worked to make it happen. Trevor Beck and Kevin Saville were always ready when something had to be done, Garry Baker in his role as bike scrutineer was flat out but undoubtedly Bob Ellis needs a special thank you, Bob stepped in to work as car scrutineer helping Len Souter who was under a lot of pressure when our replacement scrutineer we had organised couldn't make it. Bob was still helping out on Thursday when he has supposed to be running, a big thanks Bob. Andy the Camp Commander was also flat out keeping the toilets, showers and the camp sites organised, thanks Andy. Tom Carroll and Stan did whatever had to be done to help Rob and all the Stan's again at the cleanup showed their expertise. John and Paul Broughan gave much needed help when required but as I said, many made it happen, so thanks to everyone.

What about the American lady who said to Mark that she was running a little short of cash and asked was there an ATM in the area!!!!

The total number of entries this year was 112 and the total number of runs made was 268, which is not too bad considering the circumstances.

If you have any ideas that could help in any area or if you can help with the running of the meeting please send a letter to DLRA, P.O. Box 349, Castlemaine. Vic 3450 or an email to: carol@castlemaine.net.

Chief Stewards Report

GREETINGS ALL

Well another meeting has been completed. I believe it was a successful meeting even if we did have few problems like a very wet course, some people not following start line procedures, a couple of motorcycle accidents and a fire . It's enough to give the chief steward grey hair. I guess I'm lucky mine is already grey. At least we ran some new records. I am currently reviewing the incidents and the rule book to try and stop anything happening in the future. Gary Baker (the motor cycle steward) has sent me his review of the motor cycle rules and I intend to go with what he has recommended. There will also be some changes to the car rules to do with positioning of fuel tanks & nitrous bottles, welded steering components & possibly fire systems. New race cars and motorcycles that are either under construction or on the drawing board will need to fit into an existing class as I don't want to create any more classes or modify any classes to suit peoples ideas. If anybody has any enquiries or wants to have a talk about any issues please feel free to email me at bnicholson@furmanite.com Or call me on 0419134683 In finishing I would like to thank all the people that volunteered their time and effort to run the event . without these people there wouldn't be an event

Now to the race car.

I'm pretty happy with the speed that we achieved with the old coupe (another 1 mile an hour would have been nice) but it just means we will have to bring it back for another try next year. I believe the old Cleveland has got 200mph in it with some better traction. Wheelspin and going sideways at 160+mph was some fun. I intend to get the engine on the dyno during the year and try some bigger carbies to see if we can find a few more horsepower to help us along the way.

Best regards Brian Nicholson member 131



Annual General Meeting

Held At Campsite, Lake Gairdner

7th March, 2006

The meeting was opened at 10.46pm by Rob Carroll.

Apologies: Carol Hadfield, Kevin Ryan, Wally James, Rod Saville, Debra Dawson and the Bowman team

Minutes of Previous Meeting:

The previous minutes were read Moved By: Cled Davies 2ND: Mark Hadfield

Financial Report:

Bank Balance : \$27,698.15

Moved By: Rod Hadfield 2nd: Steven Stamp

Business Arising From the Minutes:

There was discussion on helmet standards and the Chief Stewards role. John Broughan suggested that a bike Steward and car Steward be responsible for rule changes in their respective areas.

Election of Office Bearers:

This election was presided over by John Broughan, all positions were declared vacant and nominations were called for.

President - Rob Carroll nominated by Brian Nicholson and seconded by Bob Ellis.

Vice President – John Lynch nominated by Lionel West and seconded by Mark Hadfield.

Secretary/Treasurer – Rod and Carol Hadfield nominated by Bob Ellis & seconded by Peter Noy.

Chief Car Steward – Brian Nicholson, assisted by Bruce Fisher and Bill Herremans nominated by Robert Murdock and seconded by Gary Brennan.

Motorcycle Steward – Gary Baker nominated by Cled Davies & seconded by Chris Hanlon.

Chief Starter – Cled Davies nominated by Gary Baker and seconded by Peter Noy.

Assistant Starters – Chris Hanlon, Paul Lynch, Matthew Saunders, Don Noble and Eddie Jackson nominated by Cled Davies & seconded by John Broughan.

Timer – Peter Noy nominated by Robert Murdock and seconded by Bob Ellis.

Assistant Timers – John Hanson and Eric Smith nominated by Robert Murdock and Bob Ellis.

The President thanked everyone for their attendance; he thanked all Office Bearers, committee members and other assistants for their efforts during the past year.

The meeting was closed at 11.45pm.

General Meeting

Held At Campsite Lake Gairdner

7th March, 2006.

The meeting was opened at 9.30pm by Rob Carroll and 51 people registered their name.

Apologies: Carol Hadfield, Kevin Ryan, Wally James, Rod Saville, Debra Dawson and the Bowman Team.

Minutes Of Previous Meeting:

The previous minutes were read and Moved By: Greg Butler 2ND by Steven Stamp

Financial Report:

Bank Balance : \$27,698.15

Moved By: Rod Hadfield 2nd: Rob Carroll

Business Arising From The Minutes

There was a query on the Ice Truck which was decided to be held over for general business.

Inward Correspondance

A letter of resignation from the Chief Steward and many emails

Outward Correspondance

Letters were written and sent to: John Broughan and John Dawson.

A thank you plaque was sent to Bill Lenton.

Many emails were answered.

General Business

There was concern that the Ice Truck was going to leave early as they were apparently not selling enough Ice. As the Ack Attack team will need 3 bags per run Rod Hadfield is to approach the driver to assess the position and what will be required to keep him there until Friday, there was a suggestion from the meeting that the Ice be \$10.00 per bag instead of \$6.00.

Rob Carroll spoke on the repeater working well and the meeting thanked Trevor Beck, Rob also thanked Greg Butler and Gary Brennan for the many track markers they had made and supplied to the club, he also spoke on the possible purchase of a second toilet block, he will speak to Len and Joy Newton about this. He also spoke on the refrigeration unit which was too expensive to fix and decided not to go ahead with it. Rob also thanked Graham Ward for work done at the last working bee, he also spoke on the automatic shutdown system for the generator which he has some ideas for and will look into it. Rob spoke on David Jones (from the Don Noble

team) efforts helping with the bike rider who was injured after a fall from his bike on the first day of racing.

Rob then spoke on the amount of water that was on the lake on Thursday and what was to happen with the grading of the track and the airstrip. He then stated that helpers were required at the timing van as Peter Noy requires help from early arrivals and late leavers.

There was a discussion on the timing methods for this meeting and on the obtaining of spare timing wire for future meetings, Bill Herremans offered to look into prices.

Rob Carroll spoke about rules on the warm-up track and the track sign, also on rules on the lake and in the pits, a long discussion followed, it was suggested that we get "A" Frame boards for the pits showing "Row 1" and "Row 2" along with Speed limits.

There was a discussion on tarps under cars on the salt as there were quite a few cars that didn't have tarps under them. The Committee is to look into a possible pit relocation.

There was a discussion on medical response and whether it should be compulsory for drivers to belong to the Ambulance Service in their state.

There was a reminder to members that the newsletter fees are due for those that want it mailed to them or that they can download it from the website.

Rod Hadfield thanked the Ack Attack team for their generosity to the club.

Rob Carroll drew the raffle conducted by Gary Brennan and the meeting closed at 10.45pm.



2006 Speed Trials Results (Provisional)

Driver	No.	Vehicle	Class	MPH	Record
Rod Hadfield	#003	96 VS Commodore	AA/FALT	240.000	259.067
John Lynch	#092	Belly Tank	A/BFL	253.860	301.729
Darryl Hunt	#093	Commodore	E/PRO	154.745	160.007
Ray Charlton	#096	32 Ford Roadster	C/STR	175.618	189.294
Brian Nicholson	#131	1973 XA Ford Coupe	C/PRO	183.879	193.579
Vic O'Neill	#132	32 Ford Coupe	B/FCC	120.292	Open
Vic O'Neill	#132	32 Ford Coupe	B/GCC	125.918	Open
Steve Charlton	#151	EF Falcon	C/PRO	184.614	193.579
Steve Charlton	#151	EF Falcon	C/STR	170.672	189.294
Bob Bowman	#194	27 Ford T Roadster	D/GMR	165.812	171.159
Norm Hardinge	#201	34 Ford Roadster	B/GR	195.577	190.003
Bob Ellis	#202	65 XP Ford Falcon Coupe	C/GCC	181.983	202.520
Mathew Saunders	#207	Fiat Topolino	E/GCC	170.228	126.404
Steven Stamp	#214	28 Ford A Roadster	C/GMR	181.910	180.704
Wayne Belot	#247	34 Ford Roadster	B/GR	195.397	190.003
Graham Cain	#249	72 LJ Holden Torana	D/GC	129.701	195.047
Norm Golgerth	#250	72 LJ Holden Torana	D/GC	159.101	195.047
John Dent	#253	68 Ford Mustang	A/GC	189.823	202.440
Lionel West	#272	96 VS Commodore	AA/FALT	224.536	259.067
Nicholas Bown	#274	86 VL Holden Commodore	C/PRO	193.850	193.579
Roy Brand	#277	XF Falcon Ute	A/M-Ute	124.584	Open
Don Noble	#281	Nissan Skyline	F/GC	141.187	137.988
Dennis Boundy	#283	54 FJ Holden	XO/PRO	113.075	111.124
Phil Stelling	#285	68 HK Holden Monaro	C/PRO	188.758	193.579
Mark Bryan	#292	69 XW Ford Falcon	C/PRO	175.168;	193.579
Norm Bradshaw	#295	68 Ford Mustang	A/GC	168.082	202.440
Aulis Soderblom	#296	28 Ford A Roadster	C/GMR	185.013	180.704
Robert Murdock	#299	EL Falcon	E/PRO	152.892	160.007
Gary Brown	#259	XF Falcon Ute	A/M-Ute	119.724	Open
Des Jewis	#311	Lakester	D/GL	118.312	125.505
Bruce Fisher	#321	1973 XA Ford Coupe	C/PRO	186.518	193.579
Greg White	#322	1973 XA Ford Coupe	C/PRO	199.225	193.579
Daniel MacDonald	#328	XB Falcon Coupe	C/PRO	169.379	193.579
Derrick Borgas	#335	80 XD Falcon	AA/GALT	216.467	Open
Graeme De Courcy Cann	#336	2005 Lakester	H/GL	68.609	57.182
Adrian Hunt	#342	Commodore	E/PRO	144.126	160.007
Steven Vorwerk	#343	50 International Truck	NA/DT	111.707	Open
Graeme Turner	#346	80 XD Falcon	AA/GALT	211.764	Open
Michael Bowden	#360	72 HQ Holden Statesman	B/PRO	177.909	175.781
Chris Matherson	#380	97 Ford Thunderbird	C/GALT	196.461	218.512
Bill Cannon	#381	Nissan Bluebird	G/BGCC	100.747	Open
Daryl Chalmers	#390	EF Falcon	C/PRO	187.724	193.579
Dean Soderblom	#395	28 Ford A Roadster	C/GMR	182.116	180.704
Wayne Pickles	#397	68 HK Holden Monaro	C/PRO	187.090	193.579
Gavin Manning	#414	Ford	U/DT	125.125	133.769
Don Hudson	#417	HQ Holden Monaro	A/GC	151.674	202.440
Alan Fountain	#423	Lakester	A/FL	168.452	211.50
Stewart Pennycook	#430	EF Falcon	C/PRO	157.659	193.579
Ryan Culpitt	#438	Nissan Bluebird	G/BGCC	75.2722	Open
Rebeka Tucker	#445	Suzuki Swift	H/PRO	125.226	129.217
Justin Clarke	#453	HQ Holden Monaro	A/GC	151.006	202.440
Adam Rosenberg	#456	EL Falcon	E/PRO	159.419	160.007
Adam Pickles	#466	68 HK Holden Monaro	C/PRO	181.296	193.579
Doug Elsworthy	#469	Lakester	D/GL	127.136	125.505
Jan Grocke	#499	Cortina	E/PRO	123.685	160.007
Darren Visser	#506	Chamberlain Tractor		55.878	Open

Steven White	#507	Ford T Roadster	E/GMR	84.352	126.11
Max Ellery	#510	Commodore	E/PRO	119.236	160.007
Kyle West	#521	1985 Nissan Bluebird	G/BGCC	122.440	Open
C Pettigrew	#529	UC Holden Torana	E/GC	108.169	Open
Neal Coglin	#537	HQ Holden Monaro	A/GC	146.353	202.440
Alan Jacups	#217	HQ Holden Monaro	A/GC	124.193	202.440
Neil Davis	#549	34 Ford Roadster	B/GR	126.662	190.003
David Lowe	#507	Lakester	D/GL	154.526	125.505
Rider	No.	Vehicle	Class	MPH	Record
Phil Cvirn	#135	'63 Harley Davison	MPS/PF 1650	147.947	Open
Phil Cvirn	#135	'63 Harley Davidson	MPS/PG 1650	144.906	Open
Trevor Clare	#139	Special Construction	APS/BG 4400	88.945	141.978
Nigel Begg	#177	Yamaha 77	P/G 500	110.846	Open
Chris Fraser	#120	Special Construction	APS/BG 4400	143.626	141.978
Ron Stayt	#178	Kawasaki	MPS/G 1350	204.000	204.603
Bob Prior	#205	Suzuki GSX	MPS/BF 1350	173.226	159.602
Terry Prince	#280	'56 Vincent	SC/MVG 1350	113.293	Open
Gary Baker	#282	Special Construction	APS/F 1000	131.950	202.065
Laszlo Molnar	#347	Harley Davidson	P/PG 1650	122.925	Open
Trent Clare	#365	Honda CBR	MPS/G 250	106.521	Open
Grant Schlein	#371	Suzuki GSX	MPS/G 1350	195.514	204.603
Greg Watters	#379	2001 Suzuki Hayabusa	MPS/BG 1350	196.699	223.325
Alex Musson	#387	Ducati	M/F 900	102.322	Open
Ben James	#389	Kawasaki	MPS/G 1000	135.108	170.261
Steven Barnett	#391	Suzuki GT	MPS/G 750	143.972	155.925
Paul Bushell	#392	Honda	P/PG 125	68.006	Open
Paul Bushell	#392	Honda	M/PG 125	77.666	Open
Gary Peterson	#394	Suzuki GSX	MPS/G 1350	197.541	204.603
Bill Brice	#411	42 Harley Davidson	M/VG 500	106.002	
Bill Brice	#411	42 Harley Davidson	M/VG 175	63.649	Open
Robert Bishop	#422	Special Construction	APS/BG 3000	144.848	Open
Andrew Rogers	#431	80 Suzuki	M BG 1000	137.242	114.434
Martin Hicks	#439	Suzuki	M/BG 1000	136.147	114.434
Evelyne Scholz	#443	Yamaha TZ	MPS/G 1000	151.789	170.261
Dave McLachlan	#444	Yamaha TZ	MPS/G 1000	177.988	170.261
Jeffery Lemon	#454	Kawasaki	MPS/G 1350	166.097	204.603
Peter Dean	#474A	Ducati	MPS/G 900	136.033	Open
Peter Dean	#474B		MPS/P 900		Open
Bob Lambert	#484	Honda CT	M/F 175	71.574	Open
Trevor Neilson	#490	Honda	M/BG 1350	125.278	126.778
Kim Krebs	#495	Hayabusa	MPS/BF 1350	166.666	159.602
Paul Tucker	#498	Harley Davidson	P/PG 1650	118.347	Open
Steve Sharpe	#501	Yamaha	MPS/G 1000	162.491	170.261
David Hager	#502	Suzuki GSX	MPS/G 1350	155.012	204.603
Malcom Storrock	#504	Triumph	P/PG 1000	153.485	181.241
Brett DeStoop	#509	Suzuki GT	MPS/F 1000	164.024	Open
Richard Assen	#519	Hayabusa	MPS/BG 1350	186.075	223.325
Blake Clare	#522	Honda	MPS/G 250	97.423	Open
Blake Clarke	#522	Honda	MPS/F 250	109.117	Open
David Argent	#524	Suzuki GSR	MPS/G 750	136.306	155.925
Wayne Macdonald	#527	Hayabusa	P/PG 1350	173.858	121.424
Wayne Macdonald	#527	Suzuki GSX	MPS/G 1350	198.565	204.603
Joe Amo	#534	1990 Kawasaki ZX-10	P/PG 1350	198.259	121.424
Joe Amo	#534	1990 Kawasaki ZX-10	MPS/BF 1000	174.536	Open
John Noonan	#535	2003 Suzuki Hayabusa	MPS/BF 1350	235.740	159.602
Sam Wheeler	#545	2004 Streamliner (Ackattack)	XS/BG	249.014	Open
Richard Suter	#539	2005 Honda SP 2	P/PG 1000	156.236	181.241
David Russell	#540	2000 Suzuki Hayabusa	P/PG 1350	125.909	121.424

DLRA General Meeting Aussie Desert Cooler 350 Murray Road Preston 9th July starting at 11 am sharp



#003 Rod Hadfield 96 VS Commodore AA/FALT 240.000



#092 John Lynch Belly Tank A/BFL 253.860



#423 Alan Fountain Lakester A/FL 168.452

Notice to all Motorcycle Competitors

Proposed changes to the Motorcycle Regulations are now available for review and comment from the DLRA website.

To download this document go to the <http://www.dlra.org.au/dlranews.htm> page



#149 Terry O'Connell



#207 Mathew Saunders Fiat Topolino E/GCC 170.228



#214 Steven Stamp 28 Ford A Roadster C/GMR 181.910



#096 Ray Charlton 32 Ford Roadster C/STR 175.618



#132 Vic O'Neill 32 Ford Coupe B/GCC 125.918



#274 Nick Bown 86 VL Commodore C/PRO 193.850



#417 Don Hudson HQ Holden Monaro A/GC 151.674



#510 Max Ellery Commodore E/PRO 119.236



#202 Bob Ellis 65 XP Ford Falcon Coupe C/GCC 181.983



#343 Steven Vorwerk 50 International Truck DT 111.707



#131 Brian Nicholson 1973 XA Ford Coupe C/PRO 183.879



#281 Don Noble Nissan Skyline F/GC 141.187



#292 Mark Bryan, 69 XW Ford Falcon, C/PRO, 175.168



#381 Bill Cannon, Nissan Bluebird, G/BGCC, 100.747



#194 Bob Bowman, 27 Ford T Roadster, D/GMR, 165.812



#277 Roy Brand XF Falcon Ute A/M-Ute 124.584



#369 David Lowe Lakester D/GL 154.526



#390 Daryl Chalmers, EF Falcon, C/PRO, 187.724



#336 Graeme De Courcy Cann, Lakester, H/GL, 68.609



#414 Gavin Manning Ford U/DT 125.125



#360 Michael Bowden 72 HQ Statesman B/PRO 177.909



506 Darren Visser Chamberlain Tractor 55.878



#545 Sam Wheeler 2004 Streamliner Ack Attack 249.014



#387 Alex Musson, Ducati, M/F 900, 102.322



#280 Terry Prince, 56 Vincent, SC/MVG 1350, 113.293



#379 Greg Watters 2001 Hayabusa MPS/BG 1350 196.699



#394 Gary Peterson, Suzuki GSX, MPS/G 1350, 197.541



#205 Bob Prior, Suzuki GSX, MPS/BF 1350, 173.226



#490 Trevor Neilson Honda M/BG 1350 125.278



#484 Bob Lambert, Honda CT, M/F 175, 71.574



#504 M. Storrock, Triumph Daytona, P/PG 1000, 153.485



#422 Robert Bishop Special Const APS/BG 3000 144.848



#392 Paul Bushell, Honda, P/PG 125, 68.006



#542 Jim Higgins Buell, MPS/PBF 1350



#178 Ron Stayt Kawasaki MPS/G 1350 204.000



105 Lucky Keiser



#389 Ben James, Kawasaki, MPS/G 1000, 135.108



#444 Dave McLachlan, Yamaha TZ, MPS/G 1000, 177.988
#443 Evelyne Scholz Yamaha TZ MPS/G 1000 151.789



#391 Steven Barnett, Suzuki GT, MPS/G 750, 143.972



#535 John Noonan, Hayabusa, MPS/BF 1350, 235.740



#347 Lazlo Molnar Harley Davidson P/PG 1650 122.925



#177 Nigel Begg, Yamaha 77, P/G 500, 110.846



#474B Peter Dean, Ducati, MPS/P 900



#411 Bill Brice, 42 Harley Davidson, M/VG 500, 106.002



#365 Trent Clare Honda CBR MPS/G 250 106.521



#474A Peter Dean, Ducati, MPS/G 900, 136.033



#501 Steve Sharpe Yamaha, MPS/G 1350 162.491



#439 Martin Hicks, Suzuki, M/BG 1000, 136.147



#519 Richard Assen Hayabusa MPS/BG 1350 186.075



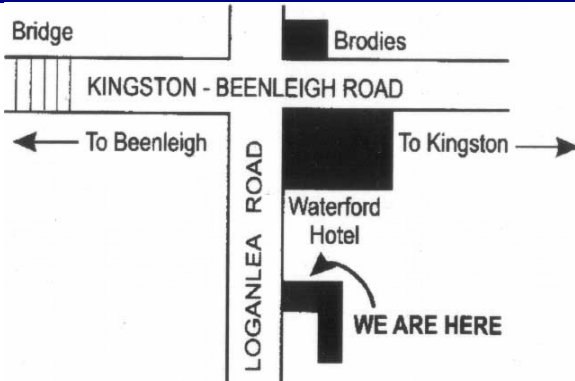
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