



GET EXCITED SPEEDWEEK TEAMS & FANS!

The Dates for 2016 SpeedWeek have been set for the 29th of February to the 4th of March, 2016. This gives you all ample notice to get those cars looking good, running well and as safe as they can all be!

Make sure you read over your Scrutineering notes and the Rule book before next year to avoid disappointment.

NEXT DLRA MEETING:

General Meeting

Date: Sunday 18th October, 2015

Where: Northern Suburbs Street Rod Clubrooms. Unit: 25/196 Settlement Road, Thomastown Victoria.

When: 11am SHARP. Bob Ellis and Graham Hadley will be in attendance to check over cars and bikes if you wish to bring them to be inspected, there is plenty of parking for trailers etc.

Letter from the editor

Well, what a disappointing year for our friends across the pond at the Bonneville Salt Flats with all scheduled events being cancelled for 2015 so far.

For any salt racer this is hard news to hear as we all know what a great event Speedweek is at the Bonneville Salt Flats, with myself having been there four times to witness it firsthand. I have been in contact with a few teams from the USA just to let them know that we are all feeling their pain (as we took Rosie to Bonneville in 2012) and if they are planning on coming out to Lake Gairdner I'm sure we could think of a way to help them. I have also heard that there are other conversations between the DLRA and SCTA teams on this issue as well.

But furthermore, our 2016 Speedweek is fast approaching! I hope all teams are starting to think of preparations for next year, I know we are! So, good luck with it and I'll touch base again soon.
Gemma.

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We are just 141 days away from next year's meeting. Time is flying toward Monday 29th February 2016 Race Day. Please lock the date in your Calendar.

I have had a large amount of calls asking about Trent Clare's progress. Trent has been transferred from Adelaide to Broken Hill Hospital and has been back for a week or so, just in time for him and his partner to have their first baby. I believe it was due on Friday the 18th September. He is learning to walk again with the aid of a frame and physio with the help of his Carers. He has had several weekends at home with the family and even yabbing with his brother, which is such great news! We all wish him the very best! Colin will give us a full update soon.

The club has purchased more radios and new head sets for the start lines and is also looking into having radio talk from the Starter and Timing Caravan on Channel 10 so everybody can listen on their own two way radios as they did before.

We are still looking for more new toilets to purchase before next year so if anyone can help in this area, please ring Carol or myself.

Greg Butler, Craig Rogers and other club members delivered our new trailer to Castlemaine for transporting Mats to and from the Lake. Thank you!

A Timing Caravan has been purchased along with three new axles. It has two sections with windows each side so that we can have track 1 and 2 separated. This work is being carried out by Gary Brennan and several Club Members in Shepparton. Thanks to those involved with that renovation!

There is still work to be done at the Christmas Working Bee on the toilet pit.
There is more fencing to put up and the hole to be changed.

Paul Lynch is working on extra Timing Equipment and a Programme to make things go a bit smoother. Gary Brennan is making more antenna mounts.

One of our Queensland Members along with Paul Lynch is making a trailer tower to be placed between the two tracks.

We are looking at hiring more mats for next year to be able to go further out past the softer salt area.
We will have to transport these from Melbourne and back at this stage.

I have spoken to Dion about the Canteen for next year and am waiting for a call back, Dion has called back, he and his family are not prepared to conduct the canteen in 2016, and we thank them for their efforts in 2015 and will now have source someone to take this on.
I spoke to Dr. Scott Lewis to see if he has flown over the Lake recently as I have just come back from a trip to Alice Springs and most of the Salt Lakes around Woomera area were covered in water. He hasn't flown over it... so has nothing to report.
But he did tell me that he has another Dr. who has experience in the V8 Supercars at Adelaide and Abu Dhabi. She is willing to come and help out next year with him. I told him that the accommodation would be very similar and plenty of sand.

Dennis Carroll is carrying out some investigations on our permits and Company Name.

Greg Telford and Rob Carroll, along with Club Members are working on getting extra track markers for the return roads.

Greg Wapling is working on Hall of Fame Documents for people to review.

Michael Brixton has offered storage at his Warehouse if anyone is shipping vehicles to Port Adelaide from overseas, along with airport transfers, accommodation and help with hiring vehicles from Adelaide. Thanks Michael!

Gary Satara is updating the Rule Book for 2016. Some weight charts are being included.
ALL MUST READ TO SEE THE CHANGES BEFORE YOU GET TO THE LAKE!

See you at our next general meeting in Melbourne on the 18th October 2015,
Norm Bradshaw.



My subject first up is thanks, there is a mammoth amount of work that goes on behind the scenes to keep the DLRA going. This work falls on dedicated members who rarely receive recognition and a few examples I see are Greg Butler and Craig Rogers who gladly do jobs when asked and who have just done a power of work on a special trailer to car our mats on, it has been built properly and will last the club for years, thanks guys.

Graham Hadley took on the clubs quad bike dilemma, taking it back to Melbourne, getting it going, organising the advertising and the sale of it, Graham is the Chief Motorcycle Scrutineer and handles all the tricky motorbike enquiries of which some are quite bizarre, thank Graham.

One of the biggest thanks must go to the big man himself, Greg Wapling, running the website alone is a huge responsibility and he is a great help to Secretary Carol, drafting letters, taking minutes, sorting classing and records, liaising with the Government departments and other legal stuff that few know of think about and again gladly volunteers in many other areas.

Rob Carroll and Greg Telford who have been working on track layout and general event preparation, fuel and toilet management and Christmas working bees, again work few people see, thanks guys.

Carol works virtually daily preparing for monthly committee meetings, memberships, annual subs, merchandise sales and ordering of stock, accounts, race meeting paperwork, phone enquiries that never stop and now because the club has grown so much and the turnover increased so much the club to now has to conform with the GST requirements, another huge responsibility adding more folders to the already cluttered office.

Lionel West gets an endless number of enquiries on the rights and wrongs of peoples builds with no recognition, thanks Lionel.

Garry Brennan are working on a new timing van, another big job and then there is Gary Satara with the rule book responsibilities, the Clare Boys for their shade structures, Norm Hardinge for his magazine articles keeping the club in the public eye, Paul Lynch for his work with the timing equipment and the list goes on, it's all about volunteers and its volunteers we need commitment from to run the meetings, every crew must supply at least one volunteer, this is on the new entry form so please read it thoroughly.

Every club needs a leader and we are privileged to have one of the best in Norm Bradshaw, he does a mighty job organising and solving problems, never leaving the monthly committee meetings without a long list of things to attend to and what he says he will do, he gets done, so on behalf of the members, thanks Norm.

Every month there is a committee meeting in Castlemaine with a phone hook-up to the other states and so another thanks goes to the Committee members from the other states.

It is with regret that we have lost member #11 Bernie Kelly from Harrow, Victoria, Bernie attended many of our earlier meetings and helped get the club established, Bernie lost his battle with cancer on the 2nd of August.

One of the best known names in Land speed Racing Tex Smith also passed away recently, Tex was instrumental in getting Bonneville started as well as race, attending every meeting up until 2013 when ill health prevented him. Tex also loved to Lake Gairdner where few recognised him, we will miss him around Castlemaine, his second home.

Until next time,
regards Rod Hadfield.

CHIEF Car Inspector's Report

Well, what a Speed week!!!!

From leaving home on the Sunday, to returning two weeks later, just nonstop action and excitement!!

Wednesday we arrived at camp, followed by a few others. A bit of a shock to be greeted at the tanks by the surveyor (Rob) who had turned up a day early,, that got sorted and we moved on. Track mats were laid out and a quick look at the surface by Greg and myself, "We got a track!" Survey commenced on Thursday morning, and this year we had plenty of volunteers that made the work of set up pretty easy. By Friday morning, the track setup was well under way so I headed off to set up the tech area, everything was looking good!! Except the one thing that was missing--- Our Tech inspection tents. Unfortunately the Clare Bros team (who made the tents, Another HUGE Thankyou from the DLRA), were delayed getting to lake G. No problem, we'll work without tents until they arrive.

Tech inspection was open on Friday at 12.00, but NO customers??? We did get a few cars, Saturday we advertised a few "specials" that got some punters in the tech area!! Sunday was busier! The bike tech guys were kept busy with plenty of customers, but for some reason we were down on car numbers this year?? Dunno why!

Drivers meeting and rookie orientation was done, The AGM was done, Monday we race!!!!

The timing crew were chasing some gremlins, so a bit of a delayed start. No problem, we got all week.. So now runs commence. This should be a pretty uneventful event I think to myself, Wrong thought to have! We had the usual, and unusual incidents throughout the week.

One I must point out now, A 200+mph vehicle come through tech and during the inspection process there was a HUGE FAIL. One of the procedures is to have the driver "pop" the 'chute. The driver did what was asked, and the 'chute did NOT come out of the pack!! After I belted the pack, the pilot 'chute came out, with the spring in three pieces!! This parachute had been in the pack for a whole year!! It was a solid lump, and the pilot 'chute spring had just rotted away while packed. It got repaired and washed, and then the team were signed off to run.

YOUR SAFETY GEAR IS **MORE IMPORTANT** THAN YOU THINK!!!! It's all very well to have a 20,000 horse power engine that owes you the National debt, but **YOU** are more important than the car!!!! PLEASE make sure your safety gear is up to spec, or above spec!!

We had the Kiwi team in the Orange Chevy Firebird over for the meet. Two drivers, two engines. Unfortunately they hurt the first engine (a GM). They then changed engines and classes, and drivers. The big block ford (yes a Ford in a GM) that ran 259 mph two years previous, had a BAD run. Mark was off course, hit one of the "moon pies", ripped off the front spoiler and cut a front tyre. CFS and I responded very quickly, a fuel leak was dealt with and made safe, and as the vehicle was far enough off the course, it was decided to leave the car in place, to be recovered during the lunch break. This ended the Kiwi team's quest for a new record. They will be back!!

One other incident that I want to mention here. The Studebaker team had a flat spin at the 3 ¼ marker (Yes the car actually took out the marker, and they got a yellow sticker), a reinspection of the vehicle including wheels, tyres suspension joints etc. , all seemed OK, so I signed them off to run again. The very next run for the car (with a different driver), it had a flat spin in EXACTLY the same point of the course, AND hit the exact same marker!!! This is unbelievable! Two drivers spin in the same spot?? Another yellow, and this time all the wheels off, for another inspection. The car runs a locked rear end, so a quick measure of the tyres shows the problem. One tyre is 3/16" greater in circumference than the other side. The crew told me that the pressures were the same on both tyres. I explained to the crew that you must adjust pressures to make the tyres have the same roll out/ circumference. This was done, and their next run was nice and straight! What had happened, is that the larger tyre had pushed the car to the right gradually (not enough for the driver to probably notice), and when there was no more give in the drivetrain , the oversized tyre took over and just steered the car to the right with no warning.

PLEASE DON'T THINK THAT BECAUSE YOU HAVE 80# IN EACH TYRE, THEY WILL BE THE SAME DIAMETER! Check the circumference with a tyre tape! Especially if you are running a spool, Locker rear end (a very cheap tool to have in the tool box-available from numerous places, Ian Boetcher Race Parts, Rocket Industries, and Race Car Engineering etc. etc.).

By now you all know about the BIG incident we had. First off, I want to thank ALL of Russell Branson's CFS crew, and Scott Lewis' medical team for their above human efforts on the Tuesday afternoon. These guys are the best that you will find!!!! We are lucky to have these people looking out for us, and they have all the knowledge and equipment (from a band aid to "the jaws of life") to keep us as safe as possible.

Unfortunately on the Tuesday after noon, a race vehicle was involved in a major incident. The driver, (Trent Clare)had left the start line, and was under power heading straight and true towards the 2 mile marker (the start of the timed section of the course). At the 1 ½ mile mark, the vehicle has started to encounter some wind from the left side of the course, the driver has been able to drive through this with a slight steering correction, at about the 1 ¾ mile the vehicle veers to the right, and it appears that at this time the driver has lost control of the vehicle. The race car then rolls and tumbles multiple times until coming to rest about 180m to the right hand side of the 2 mile marker.

The response from CFS, myself, the medics, and other helpers was instant. There was a small fire that we dealt with, and now the CFS Chief was in charge. The Doctor was on site and we waited for his instruction to make the vehicle upright, once the medical team gave their OK, the car was righted, and the medics went to work. The driver was unconscious at this time, but in good hands.

The roll cage was removed by use of the CFS hydraulic cutting gear, the driver extracted and made stable for transport via Ambulance to Mt Ive Station. A rescue helicopter then transported the driver to Royal Adelaide Hospital, where he remains under expert care.

Myself and one of our lead inspectors have viewed the "In car" footage of the incident and the result of our investigation is: That the driver had full control of the vehicle until encountering some cross wind and then a "gust" from the Western side of the course, the driver had been correcting for the wind and the wind gust, when coming out of the "gust", the driver has corrected himself a bit too quickly- and aided with the westerly breeze, has sent the vehicle sharply to the right at approx. 1 ¾ miles.

There are a few issues to be looked at coming from this incident. They include Tubing size, and Hydrogen Embrittlement. I must stress that NONE OF THESE ITEMS IN ANY WAY CAUSED THE INCIDENT ABOVE!

Now some of you reading this may be asking "why is there not more detail on this incident?" Well, there are certain protocols that need to be observed in an incident like this, and I would prefer that we all focus on the fact that the Trent is still with us and his family.

All of the safety gear that Trent was wearing was the best available. The SFI 3.2A/20 fire suit he was using is above the requirement of the racing class he was competing in, the 38.1 helmet/neck restraint and the lateral helmet restraints in the roll cage all did what they were designed to do, along with the seat belts and arm restraints etc.

I cannot emphasize enough that your safety gear is more important than you may think!!!!

I called a drivers meeting the following day, to readdress the safety aspects of our sport, and a few teams were spoken to privately after the meeting. The meeting was to basically make all aware that what we do is dangerous, and that there will be no more compromise on safety. When I asked "do you understand?" there was a unanimous "yes Bob" from those in attendance. So now we have to improve the safety of our drivers, how do we do this??

Unfortunately it takes an incident like Trent's to make things "sink in" to some people. The Tech team are going to be a little bit more educated and vigilant from now on. This will require some assistance and cooperation from the competitor's .You may get the feeling that you are being "picked on" or singled out because of "whatever" reason. The tech inspector is your friend, and he wants you to run your car SAFELY! So please work with us. You may be asked to redo a bail out, remove body panels so we can see something (like a battery etc.), and sometimes we will find things we are not even looking for. We find loose bolts, cracked welds, leaking fuel fittings etc. that you may have missed in the rush to get your car to Speedweek .We do this to help keep you guys and girls safe.

From now on all lakesters and streamliners will have to be inspected without the body panels (at least on their first full inspection), or they will be asked to remove panels at the inspectors discretion so that tubing sizes, cross members, steering or any other item of concern can be checked. Refer to ruling 1.A .You may think this is an inconvenience at the time, but a little inconvenience may just save your life.

Regards,
Bob Ellis.



158.151 mph in XF/BFRMR



Check out our website for more details;

kiwiasalt.com

Regards,

Bill Ward, team leader/designer & driver/cook.

For Sale

Custom Built 372 Cleveland Crankshaft. Back in 2005 Maxwill Motors in Adelaide had a purpose built 372 Cleveland Crankshaft made in the USA for my black XW that I was racing at the time on the salt. I did not go ahead with the build at the time, then we had 2 years of no racing and the engine just never happened. It was going to bring my car right to the upper range of engine size for C-Pro. Anyway it is brand new and I have the receipt for it which was \$2695

For Sale \$2000...0400 310477.

Regards Mark Bryan

If you have anything you want to buy, swap or sell for the next newsletter,
send details to gemma.d121@hotmail.com



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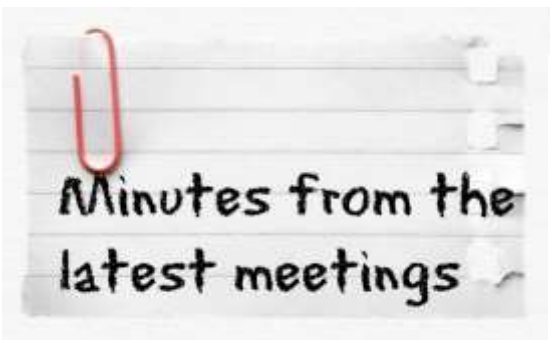
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If you know anybody who would like to sponsor our club, please let us know!



Minutes of Dry Lakes Racers Australia General Meeting 24th May, 2015

Held at Northern Suburbs Street Rod Clubrooms
Unit 25/196 Settlement Road, Thomastown Vic.

Meeting opened at 11.20 am by President Norm Bradshaw

Apologies: Greg Wapling, Norm Hardinge, Vicki Howard, Neil Davis, Mat Lagoon, Peter Max, Ian Hancock, Steve Main, Leon Aarts, Gary Hunter, Shane Gaghan, Steyve McKernan, Robert Cranfield, Robert Miller, Simon Muntz, David Leikvold, Paul Lynch, Denis Carroll, Peter Woodthorpe, Deb Dawson, Ray Charlton, Tom Carroll, Trevor Beck, Roland Skate, Peter Leikvold, Rob Warden, Michael Brixton.

Minutes from the AGM held at Lake Gairdner on the 22nd March 2015 were read by Norm Bradshaw.

Moved: Norm Bradshaw Seconded: Alan Lacey

Business Arising from previous minutes:

- Purchase of caravans for timing – We originally purchased a caravan for \$2900.00 but on further inspection it didn't seem suitable for this purpose, we plan to strip it and set it up for carrying the mats to and from the lake. Gary Brennan has since found another larger van in Shepparton that is more suitable for timing and was able to negotiate the price of \$4,000.00, we have now paid for this and have photos available for members to look at. Garry has offered to do the necessary renovations on this van and is conversing with Paul Lynch about what is required.

Correspondence In:

1. Email from member # 1244 Ryan Mischkulnig who has opened a SUUS Motorcycle shop in Smith Street Collingwood which has an exhibition space and offering it to any members to put their bikes on display.
2. Email from Paul Penney re donation of a wind sock, there was discussion on this and decided it be left for the Committee to organise.
3. Email from Chris Kaye re an Engine manufacturer Bob Krogdahl wishing to get involved with someone to run one of his engines on the salt.
4. Email from Stephen Finn requesting consideration at the meeting regarding volunteers:
That is: "All drivers/riders must provide a volunteer as part of the entry nomination/fee, without a volunteer the nomination is incomplete and your participation may be denied."
I feel forcing volunteers may result in people nominating, but not actually doing the promised task.... this must be addressed too, possibly threatening to not

record their racing results??? **It was decided to leave this for the Committee.**

5. Email from Denis Carroll re his investigation to the rights and privileges of media at Speedweek asking members to advise of any particular problems they have experienced with the media.

Correspondence Out:

1. Letter to Rewells Mower Service in Castlemaine thanking them for their generous donation of two leaf blowers.
2. 57 letters mailed to members who made loans to the club in 2013 advising them we are ready to pay them back but also giving them the opportunity to convert it to a donation. **(We have already received notification from four members converting to a donation and another one wanting it put into annual subs for the next 10 years.)**
3. Emails to Victorian members who are to receive 200mph hats.
4. 13 - 200mph Hats mailed out.

Financial Report:

- **General Account** \$62,444.96
- **Loans & Donations Account** \$20,161.91
- **Petty Cash** \$ 277.55

Copies of the Balance Sheet and Profit & Loss Statements are attached.

Moved that the report be accepted by Carol Hadfield,
Seconded by: Steve Charlton.

Reports:

- Greg Wapling is putting out a "last call" for amendments to the results for Speedweek 2015, he will be returning on the 10th of June and his first job when he gets back is to send out the Certificates for Records and Times. He also asks that if anyone has photos that they would like to share on the website to please send or email them to him.

- **- DLRA QLD MEMBER'S MEETING**

DATE 17/05/15

VENUE BULLETCARS Unit 5/2, Ant Road,
Yatala Qld 4207

MEETING OPENED 11.30 AM

APOLOGIES Dennis Carroll, John Flintoft, Kathleen Hanlon, John Dent, Trevor Beck, John Taylor, Jason Pointing.

PRESENT Ken Streeter (Bullet Cars) Dennis Campbell, Bob Ellis, Stephen Bridge, Chris Hanlon, Ross Brown, Tom Rabold, Arthur DeMain, Matthew Saunders, Peter Hulbert, David Leikvold, Samantha Peterson, Ian Robinson, Paul Macleod, John Flintoft, Kristian Sudio, Tony Brearley, Barrie Scott, Brook Denning, Mike Riddell.

REPORTS FROM DLRA EXECUTIVE MEETINGS (Bob Ellis, Chris Hanlon & Stephen Bridge)

Issues with Native Council Monitors invoice for 2015 has been paid, 2014 is being investigated.

The DLRA are investigating creating an Incorporated Shelf Company that would allow the DLRA to respond to business proposals in the future. Eg. If the Mount Ive Station were to be put the remainder of their lease up for sale, the DLRA would be in a position to make a bid. The benefits would be significant including but not limited to: returns from access to the lake, camping fees, tourism, reduced hire of equipment used by the DLRA.

The meeting was in unanimous agreement that DLRA proceed with the concept of a DLRA Shelf Company

Denis Carroll to investigate the legal rights of media attending Speedweek.

Dr Scott is updating procedures and documentation in the advent of an accident during Speedweek.

Gemma Dunn is taking on the job of the DLRA Newsletter.

A caravan was purchased (\$5000) to replace the Timing Van, but has been found unsuitable and it is proposed to make it into a trailer to move equipment from the camp onto the lake. It was suggested to look at a Statuary Written off van that was hail affected.

Track Access, in discussions with the Native Council Monitors they gave a verbal approval to create a permanent access to the lake using a concrete ramp. They have requested the DLRA via Bob Ellis, to prepare a costed proposal to enable them to apply for Government funding. Bob estimates \$1million.

Caps have been approved for Foundation Members.

The unused Septic tank is up for sale.

Speedweek competitors are encouraged to use Trybooking for their entries.

Gary Satara has volunteered to organise control of competitors and spectators entry to the lake to ensure fees are paid and armbands are worn.

Speed week dates for 2016 are Monday February 29 to Friday March 4.

2.) DEBRIEFING OF THE 2015 SPEED WEEK EVENT

ASSISTANT RACE DIRECTORS REPORT (Chris Hanlon)

The issue of Lake access during Speedweek must be given high priority as this could jeopardise any future event.

There needs to be a dedicated Volunteer coordinator to ensure the right people are in the right place at the right time.

There is a need to have trained volunteers for critical jobs.

There is a need to review procedures and workflow of communications. Arther De Main has volunteered to draft a protocol of clear and precise language, when using radios.

The Rookie Briefing needs to be more comprehensive.

At the Drivers meeting all drivers and riders should sign an attendance book. The Starter needs to check that all competitors have proof they have attends the drivers/riders meeting prior to racing.

A P.A. system should be available for the drivers/riders meeting to ensure all attendees hear what has been said.

As a result of Queue jumping at the start line, it is recommended that a single queue be used for both tracks.

The concept of Track 2 be used for bikes and run by the bike community was generally accepted. Bikes that have run a speed in excess of 175mph would then run on Track 1.

It was proposed that a new recommendation be include in the rulebook that vehicles that have the potential of speeds over 200mph, be aware of information on the Centre of Gravity Vs the Centre of Pressure of their vehicle. This knowledge would benefit the builders and such information should be available to the Scrutineers.

Speed limits in the pits and helmet requirement rules should be enforced. Pit speed limit signs to be provided for 2016.

Track 2 return road needs to be marked out better.

3.) GENERAL BUSINESS

Thank you to Tom Rabold for making his workshop available for our Qld members meeting.

Meeting closed 1.40 pm

From Dennis Campbell DLRA Queensland State Representative.

- It was noted that in the Queensland minutes there was an error regarding the purchase of a replacement timing van for \$5,000.00, this is all reported correctly in Business Arising from the Minutes.

General Business:

1. Quote for new Communications Equipment – 2 heavy duty headsets, 1 throat mike, 2 car radios and 4 hand helds \$3145.00. Norm Bradshaw has since spoken to the supplier who advised that the throat mike wouldn't be suitable for our application, there was suggestion that we get 5 hand helds and 3 headsets, this will be decided on at Committee level.
2. Toilets - Rob Carroll is getting prices on two new portable toilets and Steve Charlton suggested that we contact DEWNR again about constructing a drop toilet at the Salt Bush camp. The Committee is to investigate this.
3. Mats – We have had discussions at Committee level regarding sourcing more mats for the edge of the lake, Norm Bradshaw and Garry Brennan have spoken to the suppliers and obtained a price of \$250 per mat + GST, this is down from when we made our original purchase at \$330 per mat, so represents good value and Garry has put forward a proposal to instigate a sponsorship program to at least cover some of the costs of the mats to the club. This would be called "Buy a Mat" and each club member would be encouraged to sell one mat to a sponsor, of course they may choose to buy one themselves. In recognition of those who supported this program there would be a sign prominently displayed in the pits and a certificate of appreciation presented to all purchasers.
Garry claims to have already sold 2 mats and if the proposal is successful will be the first mat himself.
4. Volunteers – due to the lack of some teams supplying volunteers at Speedweek Gary Satara suggests that a \$300.00 bond be added to all driver entrant fees and only refunded if a driver or member of that team volunteers for an allocated time, Gary is prepared to administer this at the lake. There was a discussion from the members and it is to be decided on at Committee level.

1 pm - At this stage there was a half hour break in the meeting for lunch.

5. Quad Bike – Dean Adamson has requested that the club sell this bike and purchase a bigger one to use for toilet moving instead of tying up a ute or other vehicle as it would be easier to hook up to a toilet as you can see the towball and it means a one person operation.
At our last Committee meeting Graham Hadley volunteered to service the bike ready for sale as it doesn't suit our purposes and because we are unable to

register a quad bike without many modifications the committee is looking for two utes or twin crew cabs for use at the lake.

6. AT the AGM Mark Dunn suggested that we award life memberships and at the last committee meeting it was decided to call it a "Hall of Fame" rather than "Life Memberships", there was discussion on what the criteria should be for this, Norm called for anyone with suggestions to contact Carol Hadfield or Greg Wapling, the Committee is to discuss it further, decide on the criteria and put it in writing.
7. At this stage a 200mph club cap was awarded to Gary Satara and 200 mph Achiever caps awarded to Ron Hook and Peter Code who were present at the meeting, all others were mailed out. (At the last Committee meeting it was agreed that 200 mph achievers at Speedweek on Monday the 23rd March were recognised although no records were recognised on that day.)
8. The club has 25th Anniversary Tin Signs and Caps embroidered with "Lake Gairdner 25 years and their respective numbers for the first 25 members, these were awarded to Rob Carroll # 12 and Rod Hadfield #3 at the meeting and as they were the only ones present, the others are to be mailed out.
9. Greg Butler had information on Towing Hitch Safety Chain Shackles that was passed around for members to read.
10. Brian Nicholson suggested that would have 175 mph stickers issued to those entrants running on Track 1 and has volunteered to police this at the event. There was quite a discussion on this and it has been decided that the committee discuss and vote on it.
11. Garry Brennan spoke on the AGM held at the canteen at Lake Gairdner this year and suggested it was held too early as the Rookies, of which he was one, were still driving the track and by the time he arrived at the AGM it was almost all over. It was suggested by Brian Nicholson that we have the Rookies meeting on Monday morning and Rookies drive the track during the lunch break on that day. There was also a suggestion that we stop scrutineering at 1pm on Sunday and have the drivers briefing earlier to allow for better time organisation. The Committee is to look at these suggestions and come up with a better plan to fit all these things in.
12. There was discussion on policing the entry onto the lake, the collection of Lake Access fees, camping fees etc. Gary Satara has offered to Police this.
13. Garry Brennan spoke on the timing van he is renovating, it requires larger wheels and he would like to purchase 6 hubs, 2 electric brake assemblies, 6 matching rims and tyres. He has had a quote for \$1,000.00 (worth over \$1,300.00). Brian Nicholson moved that he purchase these along with a spare wheel and tyre, seconded by Greg White. All in favour.

With no further business to discuss the meeting was closed at 2.25pm

We then watched a DVD put together by some of Gary Satara's family of the "Sunrise" segment at Speedweek. This DVD is to be given to Greg Wapling to put on the website.

Minutes of Dry Lakes Racers Australia Committee Meeting 1st June, 2015.

Held at Hadfield's residence in Chewton Victoria.

Meeting opened: 7.45pm

Attendance:

Norm Bradshaw, Rob Carroll, Greg Telford, Steve Charlton, Carol & Rod Hadfield, Graham Hadley, Lionel West

Conference Phone:

Stephen Bridge, Gary Satara, Michael Brixton, Garry Brennan

Apologies: Greg Wapling, Paul Lynch, Chris Hanlon

Minutes from Previous Committee Meeting:

Moved: Greg Telford Seconded: Graham Hadley

Action Items from last Committee Meeting:

As these 5 items relate to Greg Wapling these were held over until the July Committee meeting.

1. Greg W to contact GRAC about invoice for 2014.
2. Greg W to prepare a report and get it checked by Dennis Carroll before forwarding on the David Grosse.
3. Greg W to include more specific directives in regard of Media in our documentation.
4. Greg W to contact Dr. Scott Lewis to update our documentation
5. Greg W to investigate how the canteen area is defined.

Other Action items from last Committee Meeting and General Meeting:

14. Gary Satara is to put together a proposal for inclusion of a weight chart. **Action: Gary wishes to talk to Bob Ellis and Brian Nicholson about this so it is to be carried over until the July Committee meeting**
15. Report from Bob Ellis to be circulated. **Action: waiting for report – to be held over until July Committee meeting.**
16. Quote from G & C Communications for extra equipment: 2 heavy duty headsets, 1 throat mike, 2 car radios and 4 hand helds \$3145.00. Norm Bradshaw has since spoken to the supplier who advised that the throat mike wouldn't be suitable for our application, there was suggestion that we get 5 hand helds and 3 headsets.

Action: Norm Bradshaw is to discuss this with Greg Wapling and check with the register as to how many items are required before purchasing anything. Gary Satara has requested that he purchase one hand held for himself.

17. Setting up of a Company Name. **Action: Denis Carroll is looking into this and we will wait for his report.**
18. Toilets: **Action: Rob Carroll will get prices on 2 new portable toilets for the July meeting and Norm Bradshaw is to speak with Kim Krebs regarding contacting DEWNR about constructing a drop toilet at the Salt Bush camp. Steve Charlton is going to speak with the indigenous people about this as well and it was noted that we will have to contact Joy Newton about this as well.**
19. Mats – Hiring or buying. There was a discussion regarding the colour of mats, durability and prices, Michael Brixton advised that black mats don't have to have a UV rating whereas other colours do, which will explain why the black mats are cheaper. Garry Brennan is looking into hiring mats from Whyalla. Norm Bradshaw thought we should be purchasing more mats rather than hiring them. Gary Satara is also to look into a supplier, Norm Bradshaw pointed out that the mats must have a 60 ton carrying capacity.
20. Quad Bike Action: **Graham Hadley has taken it back to his workshop to service it and get it ready for selling.**
21. Hall of Fame **Action: At the General Meeting it was asked that if anyone has any suggestions to contact Carol or Greg and the Committee would discuss it further and decide on the criteria to be set in writing. This is to be held over until the July meeting.**
22. Repairs to DLRA Truck. **Action: These repairs are to be started this week.**
23. Timing Report Action: **It was decided that this item is to be held over until Paul Lynch is able to be part of the discussion..**
24. Items to come out of reports from Committee meeting of 10th April **Action: This was held over from last committee meeting but it was suggested that we are dealing with each item separately, such as volunteers, toilets, mats etc..**
25. Donation of a Wind Sock from Paul Penny this was discussed and because of the large size of the wind sock the mounting pole would have to be so substantial that it could become a safety issue. As we are looking at sourcing a weather station for the timing caravan we

would decline the offer. **Action: Carol is to respond to Paul Penny and explain the above.**

26. Volunteers – From the General Meeting minutes: due to the lack of some teams supplying volunteers at Speedweek Gary Satara suggested that a \$300.00 bond be added to all driver entrant fees and only refunded if a driver or member of that team volunteers for an allocated time, Gary is prepared to administer this at the lake. There was a great deal of discussion on this, Graham Hadley spoke against it as he felt there would be many members unable to afford the \$300.00 and pointed out the extra workload involved in having to refund the bond. Norm Bradshaw put forward a proposal that each entrant must nominate a volunteer on their entry, whether it be on try booking or by mail. The entrant is to go through scrutineering and does not get an inspected sticker until he or she has nominated a time and place for volunteers. If the volunteer does not turn up the vehicle will have a yellow sticker applied and the entrant does not have their time recorded on the website and does not receive a timing certificate. Both Gary and Norm's proposals were voted on and it was agreed that we follow Norm's suggestion for 2016.
27. 175 mph stickers – From the General Meeting minutes - Brian Nicholson suggested that would have 175 mph stickers issued to those entrants running on Track 1 and has volunteered to police this at the event, after lengthy discussion it was decided to go ahead with this. **Action: Graham Hadley is to clarify the rules to go into the rule book with Gary Satara and email the committee members for review. We are to ask Bob Ellis to get 175 mph stickers made.**
28. Timing of AGM and Drivers Briefing at Speedweek – from the General Meeting minutes - it was suggested by Brian Nicholson that we have the Rookies meeting on Monday morning and Rookies drive the track during the lunch break on that day. After discussion, Graham Hadley suggested that we end scrutineering at 3pm on Sunday, have the drivers briefing as soon after 3pm as possible with all riders/drivers to attend (including rookies) then have the AGM at 5pm. On Monday, course 1 is to open at 8am, at that time have the rookies briefing and take all Rookies for a run on Course 2. At 9.30am Course 2 will open for racing. This proposal was agreed by everyone and it is to go in the program.
29. Purchase of Wheels, tyres, hubs and brakes assemblies for the timing caravan. Garry Brennan advised that he is in the process purchasing these items.

Correspondence In:

1. Request from Denis Carroll for documents relating to Speedweek to be sent to him as he has been asked to investigate the rights and privileges of media at Speedweek.
2. Email from Malcolm Lawrence? to Graham Hadley and Grahams response re: written and unwritten rules. Circulated to Secretary, Greg Wapling, Gary Satara and Bob Ellis. **Action: Gary Satara is to make clarifications to rule book stating that all competitors must have a support vehicle whether a driver or rider and every**

support vehicle must have a 55 watt rotating amber beacon.

3. Email from Greg Wapling regarding an article on the forum from "Markov" enquiring about pulse jet engines racing at the salt. **Action: He is to be told that he cannot enter.**
4. Email from Craig Martin from S.A. Health Department regarding our evaporation lagoon. **Action: Greg is to give Craig the time frames of when this is to be done. Carol to send Craig a 2XXL T shirt as requested.**
5. Email from Garry Gregory member #19 thanking the committee for his sign and hat. Also email from Mike Davidson and phone call from Bernie Kelly.
6. Norm Bradshaw received an email from Ben Foster the Motorsports Manager for Red Bull Australia showing interest in competing at Speedweek next year with a V8 Supercar. Norm has responded to him with what is required to compete.

Correspondence Out:

1. Tin signs and hats mailed to first 25 members.
2. Copy of Hire Agreement and Event Licence Risk Management Plan with "Lake Gairdner National Park Co-Management Board" and Certificate of Insurance for Public Risk cover sent to Denis Carroll.
3. Sponsorship Package sent to "Bluegum" a merchandising firm, request given to me by a member at the General meeting.
4. 28 Newsletters mailed out to members without email addresses.

Reports:

Financial Report: as at 29th May 2015

- **General Account:** \$ 66,475.60
- **Loans & Donations Account:** \$ 17,660.88
- **Petty Cash** \$ 227.33

Balance Sheet, Profit and Loss & Payments reports attached.

- Since compiling this report I have received 6 new membership applications totalling \$600.00.
- So far we have had 15 people convert their loans to donations totalling \$3425.00
- We have paid back \$2,500.00 in loans since last Committee meeting and I have received 3 more requests for \$1100.00 to be paid back.
- Carol requested \$500.00 Petty Cash.

Moved: Steve Charlton Seconded: Rob Carroll.

Reports from Event Co-Ordinators:

EVENT CO-ORDINATOR REPORT 2015

Wednesday 18/03/2015

* Arrived mid-afternoon at DLRA camp with club truck, to find surveyor waiting at camp (a day early). He said he hadn't got a copy of our coordinates from Christmas, and he had only learnt of our new track layout from the Website. After I set the surveyor with our approximate coordinates for the new track layout and whilst he logged them into his computer and checked the accuracy (which he found to be within 40-60mm of correct).

* Bob Ellis, Dennis Campbell and myself went out onto the lake, with handheld GPS's to check the salt conditions and confirm new track location. All agreed the new location and the condition of the salt looked excellent except for the entry onto the lake. (As the surveyor was not supposed to be onsite until Thursday morning this caused a bit of a rush around when I arrival. But nevertheless it put us half a day ahead of our setup plan.)

Suggested Action & Comments

* Perhaps the Surveyor needs to confirm with us the receipt and content of the information he has received.

Thursday 19/03/15

* Arranged for the first trailer load of mats to be taken & laid at the lake ramp followed by remainder of mats to be transported to the lakes edge, plus 2 portable toilets to be moved onto the lake.

* Arranged for the club trader to help Andrew with the tractor to move the scraper beam onto the salt without dragging them over the rocks at lakes edge.

* Took a Ute load of cones to the lake & set the surveyor with a heap of cones in his Ute to start surveying the 2 tracks.

* Some discussion between Bob Ellis & myself re the pros and cons of the pit location i.e. at 2 ¼ mile or 3 mile point from which Bob marked and laid out the pits at 2 ¼ mile mark.

* The scraper ended up being dragged onto the salt because of inadequate equipment. I then set a couple of blokes with broom to scrub the rock to minimize any marks.

* Demonstrated to 2 teams the new track marker procedure then set them to positioning track markers on Track 1.

* Discovered the 3 Club leaf blowers which should have been in Club truck were left in Castlemaine. Leaving us with 2 old ones from the fuel container, one that didn't worked & the other was hard to start!

Suggested Action & Comments

* Rob Carroll and myself are building a set of dolly wheels for the scraper beam. * More

discussion needed at Committee level re the pit location

* There needs to be a packing checklist of essential items in the Club truck. (Pinned on the wall)

Friday 20/03/2015

* Arranged for the remainder of cones, mile markers signs & the timing, registration and starters van to be moved to the lake.

* Demonstrated to a team the new track marker procedure then set team to positioning track markers on Track 2.

* Demonstrated to another team the mile marker flag erection and set them to positioning flags on Track 1 and 2.

* Club trader truck bogged on edge of lake. Assisted a crew of guys to lift the trader out of its bog with the bullbag. (The new bullbag worked well on medium weight vehicles)

Saturday 21/03/2015

* Coordinate the portable toilets to be positioned on the lake & filled with water.

* Discussion between Bob Ellis, the Clare Brothers and myself regarding the new shade structures. Arrived at the compromise that 3 modules of the shade tent would be erected at the pit area and 3 modules of shade tents be erected at the merchandise truck for public shade. (This appeared to work very well)

* Demonstrated to 2 team the orange Bali flag erection and set them to positioning flags on return roads of Tracks 1 & 2.

* Demonstrated to a team the Exit signs erection and set them to positioning Exit signs along both Tracks 1 & 2.

* Assisted a crew of guys to reposition mats to enable the extraction of John Dents truck after it was bog at lake edge.

Suggested Action & Comments

* A lot of time and workload was saved by the new Track layout Procedure plan which worked very well.

Sunday 22/03/2015

* Rob Carroll & I erected the shade frame at Track 1. Start line.

* Rob Carroll & myself relocated the Exit signs along Track 1 from ¾ mile point to ½ mile point and erected green clearance flags at 100m out, along turn out roads. (Only enough flags to do ½ of Track 1 turn outs).

* Attended Drivers briefing, Rookies Briefing and AGM at the edge of the lake.

* Immediately after the AGM I went to meet the Health Surveyor who was waiting at the effluent pit.

Suggested Action & Comments

* The Drivers Meeting, Rookies Meeting and AGM need to be better time allocated. * New

exit signs worked well but required further committee discussion re positioning. * More green

clearance flags required.

* More cones required for turn out roads.

Tuesday 24 & Wednesday 25/3/14

* Acting as Event coordinator at Trent Clare's accident site until dark.

* Securing the accident site with bunting.

Friday 27/3/14

*Co-ordinate & assisted with the dismantling / pack up of Track 2 & sent back to DLRA camp.

*Co-ordinate the pack up & return of all equipment to DLRA camp where Rob Carroll coordinate packing equipment into container.

* Aboriginal observers suggested the scraper beam could be dragged off the lake around to the side of the rock.

*Did a final check out to 9 mile & back for any one left on the lake.

* A Ranger arrived about 4.00pm at the lakes edge where myself and a group of guys were picking up the last of the mats, he asked whether the event was over and then surveyed the edge of the lake and said "It all looked good to him" then got in his vehicle and left. As I understand this was the only sighting of a Ranger for all of Speedweek.

* Back to camp to assist with washing and storing of mats.

* Some of the Bali flags flew off the poles on the return roads, so we need more orange Bali flags. (Not poles) and duct tape base of flags to pole

Suggestion regarding ongoing shortage of and management of Volunteer.

In my opinion between 2 Race Directors and 2 Event Coordinators there is more than enough volunteer coordinators if we all share the load equally.

EVENT CO-ORDINATOR REPORT 2015

Rob Carroll

*Track setup as per procedure sheets worked well, setup went smoothly.

*Some improvements for 2016.

*Put track markers at 1/8 mile to better show the track position from start lines, tracks 1 & 2 first markers at 1/4 mile is too far for some competitors to align with track.

* More green flags to show Fire & Rescue when comp vehicles are clear of track.

* Consultation on placement of Exit signs in relation to cones on scraped exits.

*Volunteers.

* The roster system is not working as well as it should, we all know this.

*David Leikvold on track 1 had no assistants for long periods. Then because of interruptions by competitors, spectators & crews he allowed two competitors to leave the start line before track clear was called by timers. In my opinion he should have closed track 1 due to lack of help.

*Portable Toilets.

* Due to pump failures, 4 units had to be taken out of service, leaving us short of toilets on the lake. Some of these had new pumps at Christmas working bee. But then failed. Enquiries are being made to the suppliers.

* Prices for new toilets unit are being sourced to be tabled at a future committee meeting.

*Track & Lake Pack up

* Pack up was done well in good time, all finished by sundown Friday as specified in permit.

*Lake Entrance.

*Co We all know this is a big problem area. More mats (hire or buy) or a concrete ramp are most likely the only options we have.

Action: It was decided that this report be held over until the July Committee Meeting.

Timers Update:

The timing gear has arrived in Qld and has been transported to my shed in Tanawha. You guys really sent everything! Including the GPS devices and all of the Gel Cell batteries!! I'll be giving all of the gear a clean and check over and will put all of the Gel Cells on a charger – I will give them a test as well and see what is still useable. Any faulty gear will be identified and sent back to Greg for repair. Currently we only have one suspect item and that is a GPS base. I will also be building an equipment register with model numbers, serial numbers and maintenance history. I'll send a copy of this to Carol for the clubs records. I have been in contact with Peter Hulbert who helped out during the 2015 event and who is interested in helping out more. Peter is also an IT Manager so he has useable skills. Graeme Wilson has also been in contact and is providing advice. Graeme is not a member (unless he joined during the 2015 event??) but has a good electronics background and comes from a two way radio background as well. Peter and I will get together again soon (once my partner's surgery is out of the way) to review the improvements that we require and to fully document these. Once this is done we will submit them to the committee for approval and seek quotes for the changes to the timing application.

Regards **Paul Lynch**

Action: It was agreed that costings on the New

Communications, timing and Toilets all be made available and discussed at the next Committee meeting.

General Business:

Three items raised by Rob Carroll from the Queensland members meeting minutes:

1. When drivers have signed the attendance book at the drivers meeting, can something be added to the computer so timers can see they have attended, may be a box with yes/no in it or entry details are not put on until attendance confirmed. This was discussed and agreed that this should be able to happen once we have

wireless communication available.

2. Track 2 for bikes. Does this mean all cars (including <125 mph) use Track 1 only? **Action: This proposal is not going to happen.**
3. A Newsletter article on Centre of Gravity vs Centre of Pressure would be helpful to members who don't have a computer. **Action: Graham Hadley is to check with the authors of "Race Car Engineering" as to whether we can use their article to appear in our Newsletter.**

With no more business to discuss, the meeting closed at 10.10pm.

Minutes of Dry Lakes Racers Australia Committee Meeting 16th July, 2015.

Held at Hadfield's residence in Chewton Victoria.

Attendance:

Norm Bradshaw, Greg Wapling, Rob Carroll, Steve Charlton, Carol & Rod Hadfield, Graham Hadley, Lionel West, Greg Butler

Conference Phone:

Gary Satara, Paul Lynch, Bob Ellis

Apologies:

Greg Telford, Garry Brennan, Stephen Bridge, Michael Brixton, Chris Hanlon, Jeff Lemon

Minutes from Previous Committee Meeting:

Moved: Steve Charlton

Seconded: Rod Hadfield

Action Items from last Committee Meeting:

1. Observers Invoice from GRAC - Greg W to contact GRAC about invoice for 2014. **After reviewing the wording of the contract, we have no option but to pay**
2. Event report to DEWNR - Greg W to prepare a report and get it checked by Dennis Carroll before forwarding on the David Grosse. Report prepared, reviewed by committee and Dennis and sent to David.
3. Media Advice document - Greg W to include more specific directives in regard of Media in our documentation. **Has begun, but needs to include comments from Dr. Scott**
ACTION: Greg W to update "Advice for Media" document.
4. Greg W to contact Dr. Scott Lewis to update our documentation. Will contact him this month.

ACTION: Obtain recommendations from Dr. Scott Lewis.

5. Canteen Area - Greg W to investigate how the canteen area is defined. **Could not find any reference to a defined canteen area in any documents.**
6. Weight Chart - Gary Satara is to put together a proposal for inclusion of a weight chart, but hasn't had much of a chance to progress this much further. However Bob has been in touch with Jeff Bryant who has given him info about centre of gravity, weight and balance from his investigations. This information will be used to help formulate any new rules for 2016 and beyond.
ACTION: Gary to submit proposal for the inclusion of the weight chart in the 2016 Rule Book.
7. Report for publication from Bob Ellis on 2015 incident - Bob has a lot of notes that now need to be brought together into a report, hopefully within the week.
ACTION: Bob to prepare 2015 Incident Report
8. Setting up of a Company Name - Denis is looking into this and we will wait for his report.
ACTION: Denis Carroll to investigate. Norm to contact Denis.
9. Portable Toilets: Rob got a quote from the company we bought the last toilets from of \$4937.90 per toilet including mounted to a galvanised trailer. Will continue looking for other suppliers, but they seem to be mostly in NSW or QLD. Whatever we buy needs to be on a galvanised trailer as the ones we have remain in very good condition. Steve has tried to talk to someone from GRAC but they are still playing telephone tag.
ACTION: Rob Carroll to get prices on 2 new/ good second-hand portable toilets.
ACTION: Norm Bradshaw is to speak with Kim

Krebs regarding contacting DEWNR about constructing a drop toilet at the Salt Bush camp.

ACTION: Steve Charlton to speak with the indigenous people

ACTION: Carol to contact Joy Newton about this as well.

10. Additional Mats – Hiring vs buying. Norm contacted No Fuss Event hire where we have purchased mats before. They will hire us 100 mats for 10 days for \$2,640. This may be an option for the future. (\$2400 would buy 11 mats) We will need to make a decision soon if we want to adopt Gary Brennan's excellent proposal of mat sponsors
Action: Garry Brennan is looking into hiring mats from Whyalla. Gary Satara is also to look into a supplier
11. Quad Bike - Graham Hadley has taken it back to his workshop to service it and now has it ready for selling.
ACTION: Graeme to advertise the bike on eBay
12. Hall of Fame - At the General Meeting it was asked that if anyone has any suggestions to contact Carol or Greg and the Committee would discuss it further and decide on the criteria to be set in writing.
ACTION: Greg W has been reviewing what other organisations are doing and will present options and a proposal at the August meeting
13. Repairs to DLRA Truck - These repairs have been carried out.
14. Timing Report – Paul was able to talk through his report tonight. Some observations from this year, the AA batteries in the lights lasted all week, so we won't be replacing them as often or need a solar charging system. We could even consider leaving some equipment out each night rather than collecting it each night and having to set it up again each morning. The chronographer batteries also lasted too. The gel cells will still need to be charged each night and the generator does this quite well overnight.
They have already had a meeting and formed a timing team with Peter and the Lightbulb brothers. Peter is very keen to help and has the programming expertise to develop some of the things they want outside of the existing software. They will now prepare a list of enhancements for the Timing Software and arrange a quote for this through Event Timing.
There are several pieces of equipment for next year. They ran out of timing light mounts, this is something that Paul reckons he can make himself. He also needs some more antenna mounts and hopefully Garry Brennan can help with this. The team is keen to see the timing caravan relocated nearer the start line and would like to try this for 2016, but it will require additional observers along the track. There needs to be more discussion about how to make the observers work properly.
The team have also raised the idea of using a stop/go light to help control each track. Budget

estimates to implement some of the recommendations include; wireless network \$1000, weather stations \$500-1000, software enhancements up to \$5000.

ACTION: Garry Brennan to make some more antenna mounts.

ACTION: Paul to obtain a quote for software enhancements.

ACTION: Paul to make new timing light mounts.

15. 175 mph stickers – From the General Meeting minutes - Brian Nicholson suggested that would have 175 mph stickers issued to those entrants running on Track 1 and has volunteered to police this at the event, after lengthy discussion it was decided to go ahead with this. Graham Hadley was asked to clarify the rules to go into the rule book with Gary Satara. Basically Graham is saying there are no rulebook changes required. More discussion by committee about the purpose of these stickers and how applicable they are to our track configuration here in Australia. They are really to signify that the vehicle is capable of speeds in excess of 175mph.
ACTION: Bob Ellis to get 175 mph stickers made.
16. Purchase of Wheels, tyres, hubs and brakes assemblies for the timing caravan. **These items have been purchased at a cost of \$1,100.00**
17. Email from Malcolm Lawrence to Graham Hadley and Grahams response re: written and unwritten rules. Circulated to Secretary, Greg Wapling, Gary Satara and Bob Ellis.
ACTION: Gary Satara is to make clarifications to rule book stating that all competitors must have a support vehicle whether a driver or rider and every support vehicle must have a 55 watt rotating amber beacon.
18. Email regarding an article on the forum from "Markov" enquiring about pulse jet engines racing at the salt.
ACTION: GregW to respond, he is to be told (again) that he cannot enter.
19. Email from Craig Martin from S.A. Health Department regarding our evaporation lagoon.
Received email from Craig, he is happy with what Greg W outlined
20. Event Co-Ordinators Report received for June Meeting (See General Business)
21. A Newsletter article on Centre of Gravity vs Centre of Pressure would be helpful to members who don't have a computer. Graham did contact them but has not heard back.
ACTION: Graham Hadley is to check with the authors of "Race Car Engineering" as to whether we can use their article to appear in our Newsletter.

Correspondence In:

1. Letter from Brian Fullard member #915 donating his loan money back to the club but asking the record he

achieved in 2014 be recognised.

ACTON: Greg W to look at this.

2. Email from Tiny Lambert member #484 with a strange request to be read out.
ACTION: Greg W to confirm that what they are proposing is OK. Now we wait until we get an entry form
3. Email and direct deposit of \$1,000.00 from Paul McBeth of All Wastewater Plumbing being for sale of one septic tank.
4. Email from Kim Krebs reporting that she has spoken to David Grosse from DEWNR several times.
A quick update from SA.

- *I've spoken with Dave Grosse a few times since our 2015 race meet. My catch ups have been for me to become familiar with his expectations, but also for Dave to get to know me.*
- *When we met in early May, we talked about the value of me attending a GRAC board meeting - scheduled for August. It would be to introduce myself (as the DLRA agent) and to give them a heads up that our arrangements are as they have historically been for 2016.*
- *I've just found out that GRAC have changed their lawyers in the last few days, so there are some new relationships to be established. I'll follow Dave Grosse' lead on that.*
- *Talking with Dave today, due to postponed/delayed GRAC board meetings, they've rescheduled the August meeting to sometime in September. I let Dave know that I won't be able to attend (I'll be at Bonneville). He didn't think there was any lost opportunity in not being there. Just the chance to say hello.*

On advice from Dave/DEWNR, if we can get our 2016 application to them as soon as possible, that's in our favour.

Greg, can you please send me a copy of whatever we've sent them for our 2015 event, and I'll reproduce it for our 2016 meeting. I'll send it back to you all for comment before sending on to DEWNR/Dave.

I appreciate the cost involved, but we may need to consider inviting 2-3 people to come along to the Christmas inspection and preparation working bee. Have we done this before? Can we afford to extend this offer (knowing that we will need to pay)?

5. Email from Jeremy Hart if Inc Content in the U.K. wanting to know if there would be any Dry Lake Racing in S.A. in September or October this year as they are bringing a new 200mph super car to Australia for filming.
6. Email from EBay regarding our account with them, do we need to renew it?
ACTION: Greg W to close account. If we decide to use eBay in the future we will open another account
7. Email from Peter Noy thanking to Committee for sending his hat, sign and certificate acknowledging his attendance at the first Lake Gairdner meeting.

8. Two emails and two phone calls from Colin Clare requesting minutes of Committee Meetings and General Meetings held this year, along with updates on Trent.
9. Quote from G & C Communications for 3 x UHF CB Mobile Radios, 6 x UHF Hand-held Radios and 4 x heavy duty headsets : Total \$4,850.00 All radios will be programmed to DLRA 3 channels.

Correspondence Out:

1. Email to Paul Penny regarding the wind sock he was offering to donate, because of the large size of the wind sock the mounting pole would have to be so substantial that it could become a safety issue. As we are looking at sourcing a weather station for the timing caravan we would decline the offer.
2. Email to Jeremy Hart U.K. saying that we don't hold our next meeting in S.A. until Feb/March 2016.
3. Email to David Grosse and Lanna Grundy of DEWNR advising them of our anticipated Speedweek dates for 2016 and requesting application forms.

Reports:

Financial Report: as at 15th July, 2015

• General Account:	\$ 61,321.09
• Loans & Donations Account:	\$ 14,456.15
• Petty Cash	\$ 535.00

- Balance Sheet, Profit and Loss & Payments reports attached.
- Since doing the reports we have had two more Loans converted to donations now making the loans outstanding total \$7675.00 this leaves \$6781.15 in the account that can be used. Total loans that have been converted to donations so far is \$6,575.00.
- We still have 20 people that haven't responded to the letter regarding paying back the loans, will I send out another letter?
- All those that have been paid back their loan have been sent a certificate, I now need to look at sending out certificates thanking all those who have donated or converted their loan to a donation.

Moved: Carol Hadfield

Seconded: Steve Charlton

Merchandise:

A lot of club merchandise has now been replenished after Speed Week, some of this has been ordered for members to take to Bonneville. New flyer to be published after MotorEx.

Fuel Monitors Report:

Shane Ciccozzi has sent in a comprehensive report on all fuel used at Speed Week.

General Business:

1. Rob Carroll has the following items for discussion:
 - Track Markers – based on comments and the experience of some competitors there will be an additional set of track markers placed about 1/8th of a mile from the start line.
 - Clearance Flags – We need to get some more of these.
ACTION: Rob to speak to Russell who supplied the ones we have now
 - Bali flags for return roads – we lost a couple of these with the wind. Rob recommends we get another 15 made and that the flags be taped or fixed for all flags.
ACTION: Carol to speak to Denis to see if he can make some more for us.
 - Exit signs on side of track for turn-outs – Recommended that these be moved forward so that competitors get a little bit more warning.
2. Carol had a phone call from Gary Hunter from Triumph Performance Parts asking if they could sell some of our merchandise at their shop in Ballarat. To enable this to happen we would have to increase the price of all merchandise. The committee unanimously agreed at this time that it would be inappropriate to sell merchandise through another organisation.
ACTION: Carol to notify Gary.

3. Greg Butler gave an update on the work he's done with the first caravan we purchased. Now stripped and starting to put the new floor on it. Thanks to Greg for all the work he's done.
4. Red Bull – Haven't heard anything more this month.
5. Jeff Lemon – emailed a suggestion that if Bonneville was cancelled again that the club look to promote or broker some "foster" rides for them with Aussie teams. If nothing else the exchange rate is in their favour again. It was decided to wait until the announcement next week before proceeding on this.
6. Gary informed us that a member Dave has an association with AutoParts and may be able to help us with sponsorship.
ACTION: Greg W to send Gary a sponsors pack
7. Gary has been told that there is a story in the Daily Telegraph tomorrow about Speed Week 2016

<http://video.news.com.au/v/377941/Speed-meets-the-salt-at-Australian-Speed-Week-on-Lake-Gairdner>

Also an article on Gemma Dunn appeared a day later.

http://www.dailytelegraph.com.au/subscribe/news/1/index.html?sourceCode=DTWEB_WRE170_a&mode=premium&dest=http://www.dailytelegraph.com.au/news/special-features/our-fastest-woman-shooting-for-olympic-glory/story-fnmX0wm1-1227444114511&memtype=anonymous