

# SPEED TIMES

ISSUE 36

APRIL 2010

## SPEED WEEK ISSUE!

- ★ RESULTS
- ★ PHOTOS
- ★ STORIES



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**On the cover:** Aerial view of the timed track from behind the start line. New C/PRO record holder Wayne Pickles and Brett De Stoop's amazing Suzuki

President	Cled Davies
Vice President	Norm Bradfield
Secretary	Rod Hadfield / Carol Hadfield
Treasurer	Rod Hadfield/ Carol Hadfield
Chief Steward	Brian Nicholson & Bob Ellis
Motorcycle Steward	Gary Baker & Dave Hinds
Race Director	Steve Charlton
Starter	Chris Hanlon
Timer	Stan Suchodolskiy

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## From the Chair

Cled Davies

A big thank you for the vote of confidence in electing me to the position of DLRA Chairman at the recent AGM, in following on from Rob Carroll's tenure – some big shoes to fill. Rob's contribution to our group during his eight years has been outstanding!

Some of the changes he has overseen include

- successfully negotiating for continuous use with the new owners of the Mt Ive Station who were unaware of our annual event;
- conferring for continued use of the site with the indigenous land owners'
- moving the containers to our new camp site allowing installation of power & sewage for the camp.
- Increase in membership from just over 200 to our current membership in excess of 1000!
- Various rainouts have meant tough & frequently unpopular decisions have had to be made- Rob has handled these issues in a competent manner.
- instigation of double track system introduced in 2010 proved extremely successful

Rob has often put the DLRA before his own business & has decided that having achieved most of the things he set out to do for the DLRA the time has come to concentrate on his affairs.

Each Chairman has certain objectives in mind & I have several I'd like to see the members consider to ensure that the current workload is spread a little more in an attempt avoid continuing to overload certain individuals who have worked tirelessly for the group.

In particular

- Appointment of a membership secretary to work for & with Carol
- Also organise rosters & duty lists for officials & man /woman the meeting HQ at the lake ensuring it operates as the official information centre.
  - sort out the problem with the timing lights
  - investigation of suitable meeting dates & venues
  - notifying members in a timely manner of meetings

To help with these & other concerns I invite members to forward constructive comments regarding our annual Speed Week direct to me [daviescled@hotmail.com](mailto:daviescled@hotmail.com) or C. Davies 85 Garsed St Bendigo Vic 3550

### 2010 SPEED WEEK REFLECTIONS

Once again we were set up to run first thing Monday morning [thanks to everyone who jumped in & helped over the weekend to make this possible]. Although we were up against the weather the track dried out enough late on Tuesday, with both tracks operating we posted approximately 500 runs between that afternoon & late Friday morning. Incidentally our GPS track proved immensely popular, recording 250+ runs. Thanks to our

new time keeper Stan Suchodolskiy who did a great job despite wire difficulties – a big welcome to Stan as a member of the team! Steve Charlton has accepted the position of Meeting Director & is looking forward to new challenges whilst Chris Hanlon has taken over as Starter, with his previous experience I have no doubt he'll settle in to this role very easily. Undoubtedly Rob Carroll will be looking over our collective shoulders to ensure we're doing him proud - once again thanks Rob for a great job during the past 8 years – we'll do our best - & know you'll be the first to tell us if we're not up to speed.

Best wishes to all, Cled

## General Meeting

Victoria

### DLRA General Meeting

Sunday 23 May 2010 Commencing @ 11 am

Venue: Aussie Desert Cooler 350 Murray Road Preston

## Rods Ramblings

Rod Hadfield

I really thought we were done on Sunday morning when Rob Carroll, Bob Ellis and I went to inspect the lake after Saturday night's storm. We found a mini sea, one inch of water on the track and the start line, around two inches at the 6 to 7 mile,  $\frac{3}{4}$  of an inch in the pits, but the wind was blowing and we decided that was our only hope. People were devastated "How could it happen?" Four years in a row - **WET TRACK!** After days of hard work by early arrivals the only thing that didn't work out was the positioning of the second track start line and pits location but Bob Ellis, Peter Noy and Tony Cooke came up with a plan and possibly it was better than the original. The decision to hire Len Newton's tractors proved to be the right one, they pulled the drags so easily using far less fuel and leaving the Dodge which needed work that Rob & Tom Carroll carried out and it was then used to cart the water to all the required locations. A new member, Andrew Maden worked non-stop along with all the others getting things ready and by Saturday night scrutineering was under way and I thought, Monday morning is going to be kick-off as planned, but no, it rained for only the second time this year, but as Larry O'Toole (from Graffiti Publications) commented "That two day hold up did in a way put a calm over everyone, allowing them to relax and slow down after the rush and hype of getting there." It was just amazing how the reports coming back to camp of the water being blown away, we decided on our Sunday inspection to get the merchandising truck off the lake and back to camp, we set up in the shearing shed and with bike scrutineering going on outside we did a roaring trade. Our 20<sup>th</sup> Anniversary items proved popular thanks to Norm (Big Knob) for working on the T shirt design and Vicki Howard for the artwork on the stickers (great work Vicki). The truck was full going over as we had a lot of previous year's items to sell and five 44gallon fuel drums were on board to fill at Mt. Ive Station on arrival to run the tractors,

generators, Dodge, pumps and blowers along with the designated support vehicles.

With the Newtons' approval we set up sales and scrutineering at the canteen on Monday and again it was like a Myer sale, we couldn't keep up with the customers, Carol was flat out supporting the scrutineers, signing up new members and late entries which were charged the \$100.00 penalty as entries were supposed to be in by the first week in February and just as well this was introduced as with our large entry numbers it couldn't be done any other way, so please be sure to get your entries in on time for next years event as it makes things so much easier. We sold out of all this years' apparel and re-runs have been ordered to sell online or by phone.

The decision to purchase the track mats proved to be the correct one as without them the meeting wouldn't have happened and as I stated it was only the second time this year it had rained at the lake much of the water soaked through cracks in the surface, the air bubbles coming up through the surface on our Sunday morning inspection were very apparent. The Newtons' had the canteen under control and people just waited and hoped, sure enough by Monday night it was showing very positive signs of being able to go ahead and everyone was ready to move, the timing boys Cookie, Peter and Stan were busy sorting out things that got drowned and to their credit they got it working but the wiring system must be looked at I feel to lower the workload and time lost with breakdowns.

So many people need to be thanked for just getting in and doing things. Without the merchandising truck I am not sure how we could have covered that area but what we really need now is a caravan where Carol can do the paperwork without the wind problem, a van with a door at either end, in and out, where the paperwork can be kept untouched so that it doesn't have to be packed up each day and subsequently misplaced or blown away, not a pile of junk but a van in good condition which we could sign-right where say 3 or 4 people can work and not be on top of one another, there must be vans no longer used by show or event people so could every member keep a lookout, it's a must. If you find something try to get a photo and phone me on 03 54723868 during the day or 03 54724629 at night, or Cled on 03 54433432 or 0419581854.

The GPS track idea was again a winner, I don't think anyone had a problem with it and by Thursday afternoon they were calling for competitors, Chris Hanlon did a great job with his helpers (thanks all) he decided to close the second track around mid-afternoon Thursday and thus gave the tear-down volunteers a start as with the warm-up track which was possibly the only area of concern, it's a "warm up" only and I have to say another thing that needs addressing also is people not paying attention or even attending the drivers meeting. If you don't understand something it is then that you ask.

Many people did great performances, such as the first production bike to run over 200mph, the first true production car to run over 200mph (the Moe boys), Brett

de Stoop on his home built bike running well above a world record at 232mph, Wayne Pickles running 217mph, what a jump! (Thanks also Wayne for your part in donating the drag chain).

Cookey and I spent Friday morning from daybreak cleaning out the storage container completely, blocking the holes and then stacking only what is needed as it came back from the track, the merchandising truck went home full but this time it was "not required items" and just rubbish, this is another area that needs attention, some people are just plain irresponsible, cans and rubbish left in toilets and in some cases in the hole, I found 7 cans on the trucks wheels, bumper and chassis after the AGM, over 100 were left in the shearing shed after the auction and in the camp toilets, why do you do it? Someone else has to clean it up. The truck also bought home the timing equipment and GPS units for our new starter "Real Stan" to care for.

Carol and I left the camp after 99% of the cleanup was done for a 2 ½ hour stop at Mt. Ive Homestead with Len Newton to sort out camp fees, access fees, fuel accounts, tractor hire and other administration tasks, at that meeting I discussed at length the future such things as the camp area, toilets and showers etc., but his hands are tied, he is unable to give firm answers or do anything until the Government and other parties agree on land use agreements. I also discussed event timing and he is of the opinion, as I am, that the next couple of meeting dates be moved into early April for a number of reasons and he will work with us if we decide to, which we must do soon. April is too early to get winter rains, the summer thunderstorms as we have been getting for the last few years are finished, he said there are traditionally no winds in April, in fact he stated they must cart water during that month as the windmills don't turn and of course it would be cooler, Easter next year is late in April and we move away from the Clipsal 500 and the Grand Prix. I am not sure when this newsletter will appear but I will ring Len mid April to see what has happened with the weather and the lakes condition since our meeting.

I must thank at this stage all who helped make this meeting the success it was, your efforts are all appreciated and as we move on you will still be needed, this year we had 175 pre-entries think about this, 175 entries in a country of 20 million, the U.S. get 500 entries from over 300 million people, we have many more challenges than they do with their 140 officials. Good job all and please get behind the new committee, put forward any ideas you have and lastly, thanks to our outgoing President Rob Carroll for a job well done.



## General Meeting Lake Gairdner Minutes

Held at Racers Camp, Lake Gairdner S.A.  
10th March 2010

The meeting opened at 8.30pm and Rod Carroll welcomed members and visitors.

**Apologies:** Don Noble, Wally James, David Waight, Casey Hill, Peter Code, Rod Saville, and the Stans.

**Minutes Of Previous Meeting:** held on the 31st January, 2010 were read by Rob Carroll. Moved by Steve Charlton and seconded by Greg Butler.

**Financial Report:** Bank Balance \$ 59,107.95  
PETTY CASH; \$ 640.85 MOVED BY Carol Hadfield 2nd:  
Steve Charlton.

### Stewards Report:

Gary Baker reported that he has made changes to the motorcycle rules and will publish them on the website and in the newsletter.

Bob Ellis reported that the standard of cars was generally improving and we should try and move more towards the SCTA rule book, he stated that he was proud of the way the meeting has been conducted and wished competitors all the best for the next day and a half of racing.

### State Meetings:

Chris Hanlon reported on the meeting held in Queensland during February.

### Correspondance In:

An email was received from John Broughan who suggested that the club set up an eBay Store to sell our merchandise. Greg Wapling has registered DLRA with eBay, but has also updated the web page to be more secure for internet orders.

An email was received from Marc Ryder of Orion Consulting stating his disappointment on not being able to attend Speed week this year.

### Correspondance Out:

A letter was sent to the S.A. CFS requesting their attendance and assistance at this years Speed Week.

### General Business:

- Chris Hanlon asked why we cannot update rule changes quicker. Rob Carroll reported that he and Bob Ellis have been speaking about this. John Lynch asked why we can't just use the SCTA rule book. Bob Ellis said he would like to form a committee to implement changes to the rule book.
- There was a request from David Waight to split the Vintage 4 cylinder class into Flathead and Overhead classes. This was moved by David Waight and seconded by Rob Carroll, this went to the vote with majority approval.
- Steve Charlton reported that fuel cans in the pits need to be in a protective container, he reminded

members that glass containers are not be on the lake and that tarps were not under all vehicles and that they should go the full length of the vehicle. He spoke of rusty seat belt brackets being a problem in race vehicles and reminded everyone that all rubbish is to be taken off the lake.

- It was reported that the volunteer schedule seems to be working. Kenny 11 has done a great job, Rod Hadfield moved that we refund any costs to him, seconded by Peter Noy, carried.
- Rob Carroll reported that people not camping at the racers camp were coming to our camp to shower and not contributing to our generator diesel costs.
- Rob Carroll thanked the fire crew, ambulance officer and others that have done an exceptional job during the week.
- Steve Charlton reported on parts that have been coming off cars and found on the track.

With no further general business the meeting closed at 9.15pm for a 15 minute break before the AGM.

## Annual General Meeting Lake Gairdner Minutes

Held at Racers Camp, Lake Gairdner S.A.  
10th March, 2010

The meeting was opened at 9.30 pm by Rob Carroll.

**Apologies:** Don Noble, Wally James, David Waight, Casey Hill, Peter Code, Rod Saville and the Stans.

**Minutes Of Previous Meeting:** The previous minutes were read by Rob Carroll Moved By: Peter Noy 2nd: Trevor Beck

**Financial Report:** Bank Balance: \$ 59,107.95 Moved By: Carol Hadfield 2nd: Tony Cooke

### General Business:

A Notice of Motion was put forward by Gary Brennan at our meeting in January to be discussed at the AGM. Gary's letter is the motion "that we introduce an Annual subscription fee for membership of the D.L.R.A.", seconded by Dennis Campbell.

Robert Murdock put forward an amendment to the motion "that the motion be referred to the Executive and a recommendation be put to the 2011 AGM", seconded Colin Clare. The motion was carried by a majority of hands raised. The amendment becomes attached to the motion.

A new member, Tex O'Grady spoke to the meeting about his proposal to make the first 200 mph pass with a dog on a specially prepared motorcycle for charity. Tex has spoken to the DEH who knew of his exploits in other areas with this dog. Following a discussion it was moved by Rod Hadfield that Tex go ahead and obtain the necessary permission, seconded by Steve Charlton, all were in favour.

Russell Branson then took the chair and thanked Rob Carroll for the eight years of dedicated service he had given the club as President, he also thanked the representative of the Gawler Ranges Native Title Group, Glenn Wingfield who spoke to the meeting and thanked the members on the way they conduct Speed Week. Russell also thanked the DEH representative present. Russell then declared all positions vacant and called for nominations for office bearers.

#### **Election Of Office Bearers:**

##### **Nominations for President**

- Peter Noy nominated by Gary Baker
- Cled Davies nominated by Roy Brand
- Trevor Beck nominated by Peter Noy
- Deb Dawson nominated by Steve Charlton
- Norm Bradshaw nominated by Robert Murdock
- Russell Branson nominated by Steve Charlton

Peter Noy, Deb Dawson, Norm Bradshaw and Russell Branson all declined. Cled Davies and Trevor Beck both spoke about what they can offer the club after a request from Dennis Campbell. They then left the meeting while the members voted with a show of hands, Peter Noy and Rod Hadfield counted the votes, Cled Davies was elected on the majority vote.

##### **Nominations for Vice President**

- Peter Noy nominated by Trevor Beck
- Trevor Beck nominated by John Lynch
- Deb Dawson nominated by Gary Baker
- Wayne Pickles nominated by Peter Warren
- Norm Bradshaw nominated by Cled Davies
- Chris Hanlon nominated by David Hinds

Peter Noy, Trevor Beck, Deb Dawson, Wayne Pickles and Chris Hanlon all declined. Norm Bradshaw was elected.

##### **Nominations for Secretary/Treasurer**

- Rod and Carol Hadfield were nominated by Steve Charlton and were elected unopposed.

##### **Nominations for Camp Co-ordinator**

- Trevor Beck nominated by Gary Baker
- Andy Jenkins nominated by Steve Charlton
- Gary Brennan nominated by Brian Nicholson

Andy Jenkins and Gary Brennan declined. Trevor Beck was elected.

##### **Nominations for Chief Car Steward**

- Brian Nicholson nominated by John Lynch
- Bob Ellis nominated by Tony Cooke

Both Brian and Bob were elected as Joint Chief Car Stewards.

##### **Nominations for Chief Motorcycle Steward**

- David Hinds nominated by Bob Ellis
- Gary Baker nominated by Trevor Beck

Both David and Gary were elected as Joint Chief Motorcycle Stewards

##### **Nominations for Chief Starter**

- Don Noble nominated by Chris Hanlon
- Chris Hanlon nominated by Stan Suchodolskiy
- Rob Carroll nominated by Tony Cooke

Rob Carroll declined. Don Noble and Chris Hanlon were elected.

Assistant Starters are to be Paul Lynch and Mathew Saunders.

##### **Nominations for Timer**

- Stan Suchodolskiy nominated by Trevor Beck
- Tony Cooke nominated by Stan Suchodolskiy

Tony Cooke declined and Stan Suchodolskiy was elected.

##### **Nominations for Meeting Director**

- Kevin Saville nominated by Gary Baker
- Rob Carroll nominated by Trevor Beck
- Steve Charlton nominated by Deb Dawson
- Paul Lynch nominated by David Hinds
- Dennis Campbell nominated by Alan Fountain

Kevin Saville, Rob Carroll, Paul Lynch and Dennis Campbell declined. Steve Charlton was elected.

It was decided that there will be a volunteer roster for Speed Week again next year.

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 10.55pm.

## **Journey to Lake Gairdner Craig Perry #835**

Although I only officially joined with the DLRA in June '09, I have known about it & Lake Gairdner, for over 3 years now, through my son, Nathan. He first read about salt lake racing in Australia, in one of the car mags he buys, and became mildly interested. He looked up the DLRA web site, became very interested, so signed up. It was then that he decided to take his daily driver off the road and turn it into a salt lake racer. His car, a Nissan Silvia powered by a RB 20 skyline motor, boosted with a turbo charger, was no slouch. He also wanted to prove that more than just juice, milk, and ice cream come in a 2lt package.

Nathan did what every interested person should do, he grabbed his DLRA rule book & sucked the life out of it, to ascertain the way he needed to go with the Silvia. He made a plan & began to build the dream machine. He has received support from Bob, Chris, Matt, Paul & Don, all members from Brisbane who lent the young fellow a good

ear, & had some valuable advice. He was planning to have it on the lake in 2008, & although speed week was rained out, time & the lack of funds were against him anyway.

Then he changed his mind on what was actually required from the car, motor & drive-train to get to get it along the salt at 200MPH. (After all, that's what the goal is.) A lot of things were excluded & included so the rebuild began. Now 2009 didn't work out either, & although I was keen to get to Lake Gairdner for a look see, Nathan said he wasn't going without a ride. Consequently we stayed home, but I decided Speed Week 2010 would be the time that we would actually step on that bloody great white dyno. The organisers of the 2010 event, were calling for volunteers to help get the show on the road & to help during Speed Week, so I suggested to Nathan that we should go there as helpers & the car could go in 2011, (perhaps). Nathan said he was only going if we could take his Triumph Daytona, because he wasn't going to just watch everybody else having fun.

After all it wasn't going to be too big of a job to have the bike to DLRA specs. He set out a list of things to do & went about achieving each of them. The only thing to be a pain in the neck & hip pocket was that he required a steering dampener. Guess what? Triumph didn't have one for the Daytona. There wasn't even an aftermarket one available, in Oz, USA or England. His only choice was to somehow design & manufacture one. As his bike is a sports model it has a faring, so the only place to fit it was on top of the steering head. He spent a lot time anguishing over what & how it would work. He finally purchased the right dampener to fit where required, & then he had to have some parts manufactured. Nathan provided the best possible measurements plus drawings & it was agreed the parts would be ready to try by Fri 26<sup>th</sup> Feb. This would give him 3 days to fit it, & carry out any alterations if they were needed, as we were heading to Lake Gairdner Tues 2<sup>nd</sup>. The parts weren't ready until Tues, the day we were supposed to be leaving. The guy doing the job hadn't quite stuck to the drawings & actually chopped off an important part of the design, which was to help the whole thing be retained in position. Well Nathan worked away making it fit & work. By the time he went to bed that night, he was 1 bolt away from success but that was to be purchased & fitted in the morning.

The next morning Nathan finished his job, then the bike & all the necessary gear for it & the camping gear was loaded onto my Mazda BT50. We said see ya later to wife & Mum, then with Nathan in the driving seat, we headed off toward Lake Gairdner. The time was 1.30 pm. & we were some 30hrs behind schedule, so we had to do some long hours & big kms before we saw the salt on Thurs pm. We had our first fuel & food break at Moree, (time was 8.46pm), before heading on to Gilgandra, arriving at the servo at 12.48 am for another break. We arrived at Cobar's 24hr roadhouse at 3am. They were serving fuel, but no food, as the breakfast cooks weren't due on until 4am. Bigger there goes my idea of an early hearty trucker's breakfast. Just as we headed off light rain began to fall, however just after only travelling a few Kms, the

rain turned to torrential volume, that had parts of the road looking like small lakes.

When daylight finally arrived, to our astonishment we saw water almost everywhere, particularly right up to the road edge. Some places we drove down the middle of the road to keep us on the driest track possible. No need to worry about other traffic because there didn't seem to be any other silly buggers on the road. Not even truckers, they were all parked up. Must have known something. We experienced flooded causeways, & had to cross 3 of them. The first was straight forward, but the second had us wondering if we would get through, especially when a 4x4 that approached us from the other bank, decided to back up & turn around. I was happy to be in 2nd gear with a little bow wave, but then the water got deeper & you could feel the pressure of it as the Ute approached about ½ way point. Nathan kept checking for an impending flow of water into the cab, while I looked to see how high it was coming up the outside of the door. When it started to lap the bonnet I knew those pegs that are suppose to indicate the depth, must have somehow headed to higher ground. We traveled through the third one with ease.

We fuelled up at a small servo as you enter Broken Hill & the people running the place commented you were lucky to get through. The road would be closed in a couple of hours. We scoffed "Hungry Slacks" for breakfast, and got back on the road. Not long after we crossed the S.A. border the sun came out, a bit weak for a while but by the time we arrived in Port Augusta, it was smiles all around as the heat warmed up the blood.

Bought some supplies, fuelled up & headed off to Iron Knob turnoff. We covered the bike to hopefully keep out excess dust. Everything else on the back was sealed in plastic bags or locked away in the new equipment boxes, bought especially for this trip. So far they had proved to be very waterproof, unlike the old ones. Now I wanted to see if they were dust proof too. We turned off on to the dirt track & we drove fairly cautiously as we had never been on any roads like this before. We had the feeling of where the far ka wee, as we watched the clock, tripmeter, & for any sign of life.

We caught up with fellow DLRA member, Lee Russell, plugging away at getting to the lake edge by night fall as well. We fell in behind him, & caught his dust for about an hour before finally arriving at the edge of Lake Gairdner at 7.15pm. We stood there in awe of it all. Gob smacked. Photos just don't do justice to the place. The feeling of being there was quite overwhelming, to say the least. We stood there in peace & quiet just taking in the amazing sunset, & reflecting on the journey that started 3 years ago.

## For Sale

**Doug Nash 5 speed** close ratio, heavy duty, high torque gearbox. Never Used. Originally cost \$6,000 will sell for just \$2,500. Cotact Rod Hadfield 03 5472 3868



# 2010 Speed Week

## Results

Driver Number	Name	Vehicle Number	Vehicle	Class	08/03/2010	09/03/2010	10/03/2010	11/03/2010	12/03/2010	Record
2	Andy Jenkins	2	Lakester	K/GL				85.0		Open
3	Rod Hadfield	90	1975 HJ Holden Wagon	B/GC				167.0		163.576
92	John Lynch		Belly Tank	A/BFL			258.046		98.522	301.729
105	Lucky Keizer		1989 Streamliner	S/G 1000				108.244		136.467
132	Vic O'Neil	132	1932 Ford Coupe	B/BGCC				153.0		142.970
140	Phil Arnold	140	1997 Moto Guzzi Daytona	P/PP 1000			136.472 139.794			Open
140	Phil Arnold	766	1997 Moto Guzzi	MP/G 1000		136.0	136.074	132.699		Open
150	Peter Vansittart		1953 Triumph Thunderbird	MPS/VF 650		107.549	116.0 114.0			109.157
151	Steve Charlton	302	Lakester	D/GL				205.373	212.854	201.274
155	David Waight	1928	1923 Ford T Roadster	V4/GMR		100.421				122.050
178	Ronnie Stayt		2002 Kawasaki 12R	MPS/F 1350			154.241			202.065
194	Bob Bowman	417	1992 Oldsmobile Cutlass	AA/FCC					204.487	192.328
201	Norm Hardinge	3410	1934 Ford Roadster	B/GR			183.607			195.577
207	Mathew Saunders	207	1937 Fiat Topolino	E/GCC		166.0 152.0	171.013	168.679 173.135		170.228
211	John Broughan	211	Lakester	F/BGL			172.422 184.077	188.373 176.0 190.0		204.127
212	Mark Dunn	90	1975 HJ Holden Wagon	B/GC			174.039 131.492	155.179 168.0		163.576
213	Scott Noonan	213		M/G 250			79.2	106.951		Open
222	Leigh Russell		1987 Suzuki Alto	J/PRO						101.715
222	Leigh Russell		1987 Suzuki Alto	J/GCC						Open
234	Mal Hewett		1950 Vincent Rapide	M/PG 1350		148.809	148.662		153.714	133.769
234	Mal Hewett		1950 Vincent Rapide	MPS/VG 1350				154.932		Open
247	Wayne Belot		1934 Ford Roadster	B/GR						195.577
249	Graham Cain	8	1972 LJ Torana	D/GC				165.944		195.047
250	Norm Golgerth	8	1972 LJ Torana	D/GC		152.326			164.308	195.047
252	Stephen Morgan		1984 Toyota Hilux Pickup	D/MMP						152.654
253	John Dent		1996 Ford AU Falcon	B/BGC						188.333
253	John Dent		1968 Ford Mustang	A/GC						202.440
256	Peter Walduck	256	1926 T Ford Roadster	H/GMR		81.8	75.3 67.9			Open
258	Debra Dawson	258	1953 Studebaker Champion	A/GCC			186.259	186.219	179.829 190.799	190.536
259	Paul Broughan	211	Lakester	F/BGL			184.077			204.127
271	Leo Monahan	8	1972 LJ Torana	D/GC			166.389			195.047
277	Roy Brand		Ford XF Ute	A/M Ute						
280	Terry Prince		1950 Vincent	SC/MVF 1350				74.404 143.747		Open
282	Gary Baker		1986 Special Construction	A-BF 1000						143.609
283	Denis Boundy		1950 International R190 Truck	U/DT			84.0			133.779
295	Norman Bradshaw		1996 AU Falcon	B/BGC			192.153			188.333
296	Aulis Soderblom		1993 Ford Nascar	C/GALT			147.0	180.117	207.672	218.512
299	Robert Murdoch	299	Falcon	E/PRO		157.054		157.020		160.007
304	Stuart Penn		1955 Vincent Supercharged Lightening	A/VBF ????						

306	Gary Brown	277	1990 Ford XF Ute				147.722			
311	Des Jewis	302	Lakester	D/GL					209.022	201.274
321	Bruce Fisher		1973 Falcon	C/PRO						199.225
322	Greg White	131	1973 Falcon	C/PRO			186.316 198.106	164.361 201.027		199.225
331	Adrian Reid		2005 BA Ford Falcon ute	C/MP						118.561
343	Steven Vorwerk		1950 International R190 Truck	U/DT		104.458				133.779
344	Nathan Bradshaw		1996 Ford Falcon	B/BGC						188.333
346	Graeme Turmer		1980 XD Falcon	AA/GALT		207.660	170.834			216.467
371	Grant Schlein		2003 Suzuki GSXR 1300 Hyabusa	P/P 1350			199.093	197.357 203.504		198.347
371	Grant Schlein		2003 Suzuki GSXR 1300 Hyabusa	MPS/G 1350						204.603
374	James Stewart		2007 Bellytank Special	E/GL		159.829		192.051 76.804		160.413
379	Greg Watters		2000 Suzuki GSX 1300R	APS/BG 1350			218.751 218.898	193.902	181.524	Open
390	Daryl Chalmers	96	1996 EF FALCON	C/PRO		213.169			206.303	199.225
394	Garry Peterson	394	2006 Triumph Daytona	MPS/G 750			152.396	185.471 153.139 193.694	193.392	
394	Garry Peterson		2002 Suzuki GSX1300R							
397	Wayne Pickles	285	1968 Holden Monaro	C/PRO				198.807 217.155	217.076 216.177 215.775	199.225
408	Cec Fraser		1971 Honda XL	M/F 175		80.6	76.865 77.706	84.094 77.332		71.574
408	Cec Fraser	484	1972 Honda CT-110 Postie Bike	A/F 175				87.472		Open
412	Dik Jarman		2007 Bellytank Special	E/GL			68.882			160.413
414	Gavin Manning		1999 Ford Truck	U/DT			155.749			133.779
417	Donald Hudson	417	1992 Oldsmobile Cutlass	AA/FCC			222.194			192.328
422	Robert Bishop	422	Special Construction Motorcycle	APS/BG 3000			154.426			144.848
423	Alan Fountain	423	1950 Lakester Belly tank	A/FL			234.940			227.373
424	Craig Fountain	423	1950 Lakester Belly tank	A/FL			127.0			227.373
425	Ian Wheatley		1950 Lakester Belly tank	A/FL						227.373
430	Stewart Pennycook		1996 EF FALCON	C/PRO						199.225
443	Evelyne Scholz	443	2003 Yamaha R1	A/G 1000		154.075	119.0 157.0	164.211 164.323		153.181
444	Dave McLachlan		2006 Suzuki GSXR 1000	APS/BG 1000			139.591	164.0	145.240	Open
444	Dave McLachlan	280		SC/MVF 1350				147.423		Open
445	Rebeka Tucker	445	1988 Suzuki Swift GT1	H/PRO		119.0	118.933	118.141		125.226
454	Jeffory Lemon	454	1991 Kawasaki ZZR 1100	M/G 1350			149.154 148.0	152.0 157.0 156.0		161.059
466	Adam Pickles		1968 HK Holden	C/PRO			198.807			199.225
471	John Viles		1984 Toyota Hilux	D/MMP						152.654
473	Allan Scott		1950 Lakester Belly tank	A/FL						227.373
480	Michael Smith	480	1996 Kawasaki ZX 9	M/Ω			88.8	91.454		
484	Bob Lambert		1972 Honda CT-110 Postie Bike	A/F 175			78.774			Open
490	Trevor Nielson	417	1992 Oldsmobile Cutlass	AA/FCC				160.0		192.328
495	Kim Krebs		1999 Suzuki GSXR 750	APS/BF 750				188.412	184.814	Open
499	Jan Groke	499	1978 Ford TE Cortina	E/PRO			125.0	125.702		165.039

							127.0	127.0 123.0		
504	Malcolm Sturrock	504	2003 F4 1000MV AGUSTA	P/P 1000			162.227 162.103	166.389		180.469
508	Paul Radford	508	1984 Suzuki Solo GSX-1100	M/G 1650		141.0	156.0	159.0		Open
509	Brett De Stoop	509	Suzuki 750	APS/F 1000			153.478	152.432 171.665	232.108	210.169
510	Max Ellery	510	1988 Holden Commodore	E/PRO			127.6	72.126 164.256 179.928		160.007
546	Nathan O'Connell	302	Lakester	D/GL			146.0	146.854		201.274
549	Neil Davies	3410	1934 Ford Roadster	B/GR						195.577
561	Jeffrey Jones	37	1981 Toyota Corolla	H/PRO		110.0		91.0 114.0		125.226
562	Joel Jones	37	1981 Toyota Corolla	H/PRO			110.0 111.0	107.0		125.226
565	Terry Ings	565	1966 Triumph Trophy	S/G 650			88			Open
572	Michael Riddell	572	2002 Honda CT110	M/P ???		72.4		73.457		
581	Jamie Regan	581	1982 VH Commodore	C/PRO			158.0 155.0	161.0		199.225
587	Mark Burrows		Special Construction bike	APS/VG 350			71.938			Open
594	Allen Shephard	594	1962 E Type Jaguar	E/GT			146.032		126.249	149.253
601	Alan Lacey	601	1991 XF Ford Panel Van	?/GC		87.1	112.0	122.067		
603	Alan Laing	603	1976 Chev Monza	D/GALT		103.0	117.0 91.8	109.0 107.0 111.0 100.0 105.0		Open
604	Jake Laing	603	1976 Chev Monza	D/GALT			121.0			Open
612	John Ladbrook Snr	612	1988 Suzuki GSXR750J	MPS/BF 750		151.0	149.0 151.0			182.43
617	Graham Smith	617	1985 Honda CBR 1000	P/P 1000		143.0	135.0			180.469
624	Chris Bryson	624	2001 Suzuki Hyabusa	MPS/G 1350		191.367 196.560		194.264 202.588	190.818	204.603
627	Don Shields	627	2006 Kawasaki ZX14	PP/G 650			117.0 155.0 162.0	166.0 154.692 169.0 167.0		Open
632	Wayne Gower	632	1958 Milano	E/MS			143.0	175.191 140.0	141.198	205.538
640	Nick Rees		1932 Ford Roadster	A/GR						232.12
642	Phil Shephard	642	1962 E Type Jaguar	E/GT				161.870		149.253
643	Steven Harkness	643	1981 Kawasaki GPZ 1100	MPS/G 1100		125.0 140.0 139.0				
644	Mark Holyoak		1973 Volkswagon Beetle	F/PRO						140.274
645	Terry Coles	645	1986 Harley Davidson	PP/G		117.0	108.043			
659	Mike Bulluss	581	1982 Commodore	C/PRO			158.0	- 159.0		199.225
660	Robert Benson	581	1982 Commodore	C/PRO			156.0	158.0 159.0		199.225
661	Dave Wilkes	581	1982 Commodore	C/PRO		152.0	156.0	158.0 159.0		199.225
662	Brian Payne	662	2002 Kawasaki ZXR 1200	MPS/F 1350				- 131.0 146.0		202.065
667	James Bragg	667	1986 Harley Davidson Sportster	MPS/F 1350		147.0		145.120 147.734		202.065
671	Alan Blackwood		1999 Triumph ST	MPS/? ????		164.594	167.504	167.286		
680	Nathan Perry	680	2003 Triumph Daytona	MPS/G 650			126.0	141.0	144.057	Open

689	David Pluckhahn	689	1968 Holden Monaro	C/GALT			130.505	129		218.512
706	Peter Sanford	706	1976 Datsun 260Z Coupe	F/GT			126.0	137.195 126		Open
708	Stephen Bridge	708	1976 Datsun 260Z Coupe	F/GT			126.0 132.0		139.919	Open
712	Sean Kelly		1997 Suzuki GSXR	SC/P 750			120.270			Open
712	Sean Kelly	712	1990 SRK Windle Yamaha	SC/P 1000				121.112		Open
712	Sean Kelly		1992 Honda CBR	SC/P 600		130.0	124.0			Open
717	Alan Kulari		1967 XR Falcon	B/GALT			124.653 179.901	165.198 150.476		160.513
727	Peter Steck	727	1984 Kawasaki Z500 cc	MPS/G 500			99.2	104.508		Open
732	Stuart Hooper	732	1959 Velocette Venom	APS/PF 750		133.0	83.509 134.614 136.141	127.968	139.001	Open
733	Mark Hamilton		1980 Yamaha SR500	MPS/G 500		122.532	115.118			124.739
735	Paul Powditch		2008 Suzuki GSXR 750	P/P 750		118.0	162.594	167.566		144.34
735	Paul Powditch	735	2008 Suzuki GSXR 750	MPS/G 750				167.0		155.925
736	Adrian Vorwerk		1950 International R190 Truck	U/DT			113.0			133.779
739	Stephen Finn	739	1977 Suzuki GT 750B	M/G 750			146.783	134.861		149.377
739	Stephen Finn		1977 Suzuki GT 750B	MPS/G 750				135.013 134.861	134.846	155.925
742	Russell Vorwerk	343	1950 International R190 Truck	U/DT			111.0			133.779
745	Craig Windsor	745	1996 Kawasaki ZX 9	M/Ω		93.6				
753	Stephen Craven	753	1972 Ducati Imola	MPS/G 900		131.0	127.0	130.0 138.0 133.0		143.436
755	Gordon Hallahan	90	1972 HJ Holden	B/GC				149.0 162.0		168.161
763	Phillip Fairey	898	2004 Suzuki GSX 1350 Hayabusa	MPS/BG 1350			146.0 146.121 115.015	160.800	171.534	223.325
770	David Patterson	770	1974 XB Ford Coupe	AA/BGC				163.369		Open
774	John Ogilvie		2008 Lakester	C/FL		158.311	158.702			Open
780	Michael Brixton	780	2003 BA Ford Ute	?/Ute			132.0 154.0 155.601	168.966 175.080		Open
782	Matthew Kelly	782	1992 Honda CBR	SC/P 650		111.0	123.745			Open
783	Ken Robinson	783	2008 Suzuki Hayabusa	MPS-G1350			187.421	77.332 195.726 198.117	199.567	204.603
784	Peter Code	784	2000 Kawasaki ZX12 R	P/P 1350			153.925	169.077	171.722	198.347
791	Troy Bodley	791	2008 Suzuki Hayabusa	MPS-G1350		152.0	177.0			204.603
795	Kieren Nugent		2002 Kawasaki ZX9	P/P 900		159.094				128.066
798	Kearon de Clouet		1985 Suzuki GS 250	MPS/Ω 250				108.968 71.856	110.592	Open
799	Josh Kulari	717	1967 XR Falcon	B/GALT		170.0				160.513
800	Scott Gower	632	1958 Milano	E/MS			149.0	169.0		205.538
805	Shane Gaghan	805	1996 Suzuki GSXR 750	MPS/G 750		187.373	154.892	161.870 154.0		155.925
816	Josh Schuit	816	1981 BMW R100	MP/G ????		119.0	114.300	114.068 109.223 121.049		
817	Elizabeth Mudd	417	1992 Oldsmobile Cutlass	AA/FCC				135.0		192.328
831	Glen Ross	831	1982 Yamaha SR 500J	MPS/F 500			114.0	109.439		Open
832	Stewart Ross		1982 Yamaha SR 500J	MPS/F500		113.0 114.0 117.0			114.722	Open
836	Sean Steck	727	1985 Suzuki RG	MPS/G 250			47.9	45.0 101.0		121.885
839	Shane Barnes	839	1978 Ducati SD 900	M/G 900		125.0	119.0			Open

							124.0			
847	Marcus McCartney		1973 Suzuki TC 100	M/G 100						Open
850	Phillip Eggleston	850	1966 Triumph Bonneville	APS/G 750		104.0	117.0	127.325		Open
851	Tom Lang		1983 Honda XL 185	A/G 250		88.530	81.512			74.318
853	Peter Turner	853	1993Kawasaki ZXR 400	MPS/G 500		127.0	129.781 133.451 129.0			124.739
856	Philip Monkhouse	856	2006 Yamaha YZF RG	MPS/G 650				154.0 161.812		Open
856	Philip Monkhouse	856	2004 Yamaha YZF R1	MPS/G 1000		141.0		175.139		177.988
857	Daryl Higgins	857	2006 Yamaha YZF RG	MPS/G 650			139.0	166.0		Open
857	Daryl Higgins		2004 Yamaha YZF R1	MPS/G1000			159.0			164.891
859	Greg Mackie	859	1956 Vokswagon Beetle	H/PRO			75.1 70.838			125.226
859	Greg Mackie		1969 Karmann Ghia	F/MS			128.0			Open
860	Brenton Liney	860	1970 R75/5 BMW Motorcycle	M/PP 750		110.0	105.0 102.0			Open
860	Brenton Liney	632	1958 Milano	E/MS				89.0 spin		205.538
863	Grant Chandler	863	1985 Yamaha FZ750	MPS/G 750		137.0	130.0 134.0			155.925
866	Peter Healy	866	1993 Suzuki RGV VJ22 250	M/G 250			110.0 119.0 88.0	99.042		Open
867	Campbell Douglas		2008 Aprilia RSV 1000R	MPS/G 1000			137.0 151.0 156.060	159.235		177.988
867	Campbell Douglas	867	2008 Aprilia RSV 1000R	M/G 1000			-		148.0 (GPS)	138.370
868	Daryl Bunton	868	1983 Honda CT110 Postie Bike	M/G 125			58.6 59.3			60.216
871	Stephen Pike	5400	1954 Austin Healey Streamliner	F/BFMS		127.0	180.0			Open
872	David Pike	5400	1954 Austin Healey Streamliner	F/BFMS			183.729 189.883			Open
873	Stephen Muller	873	1969 Karmann Ghia	F/MS		114.0	127.370			Open
874	David Merritt	874	1978 Yamaha SR 500	M/G 500		104.0				Open
875	Kurt Dunn	90	1975 Holden HJ Wagon	B/GC		115.0	142.0			163.576
877	Jon Baxendell	99							133.392	
878	Keith Carrick	878	1936 HRD Comet	MV/PF 650			102.0 117.0	112.0 120.0		Open
878	Keith Carrick	879	1959 Norton Featherbed	MPS/PG 1350			104.0			163.280
879	John Trease	879	1960 Norton Featherbed	MPS/PF 1350			136.0 129.0	162.557 156.0		Open
880	Mark Clifford	880	1991 Honda CBR250RR	P/P 250						78.08
880	Mark Clifford		2008 Suzuki Hayabusa	MPS-G1350			151.0 178.0 181.0	183.308		204.603
881	Paul Walkley	881	1982 Honda CT 125	M/G 125			85.6 82.7 84.9 84.0			60.216
883	John Cartwright		1936 HRD Comet	M/?125						
885	Neil Mclaughlan	885	1991 Honda CBR250RR	P/P 250				90.0 98.0 100.0		78.08
886	Mark Arnold		1967 XR Ford Falcon	B/GALT						160.513
889	Steven Kell	889	1982 Honda CX500	MP/G 500			111.0 110.186	107.168 109.0 110.0		Open

891	Paul Cox		2009 Suzuki GSX 1300R	P/P 1350						198.347
892	Tobias Breen	892	1974 HQ Holden	C/PRO			151.0 154.612 158.0	175.267		199.225
895	James Tyson	899	1999 Suzuki GSX 1300R	APS/BG 1350			131.0 154.0	175.0 170.0 173.0 187.0		Open
896	Bradley Steck	727	1984 Kawasaki Z500cc	MPS/G 500		102.0		103.0		124.739
897	Bianca Jones		1981 Toyota Corolla	H/PRO			110.0			125.226
898	Wayne Godwin	763	2004 Suzuki Hayabusa GSX 1350	MPS/BG 1350		134.0	146.0			223.325
899	Nathan Alberti	895	1999 Suzuki GSX 1300R	MPS/BF 1350				185.0		235.740
900	Laurence Doyle		1956 VW Beetle	H/PRO						125.226
901	Dave Alexander	877	Ford - Art Chrisman Clone	XF/VOT		78.9	112.0	132.0		Open
902	Anthony Candy	877	Ford - Art Chrisman Clone	XF/VOT			98.0	113.0		Open
903	Zachary Price	877	Ford - Art Chrisman Clone	XF/VOT			110.0	100.0		Open
904	John Weninger	904	1956 VW Beetle	H/PRO			72.1			125.226
905	Andrew Maslen	905	2001 Suzuki GSXR 1000	P/P 1000		128.0	151.0 158.0			180.469
906	Andrew Price	906	2008 Honda CBR 600	P/P 650		128.0	142.0 149.0 152.665			168.843
910	Thomas Young	910	1985 Yamaha DT175	M/G 175			85.9 82.1	77.881		Open
911	Callam O'Neill	132	1932 Ford Coupe	B/BGCC			102.0			142.970
914	Don Kendall	417	1956 VW Beetle	H/PRO				159.0		125.226
915	Brian Fullard	140	1997 Moto Guzzi	MP/G 1000				127.0		Open
922	Anthony Locastro	922	2008 Suzuki GSXR 1000	P/P 1000		125.0	132.0 151.0 170.178	180.922		180.469
923	Jason Whittaker	922	2008 Suzuki GSXR 1000	P/P 1000			151.0 168.0	174.384		180.469
924	Nigel Thompson	924	2006 Yamaha R1	MPS/G 1000		126.0	151.0 172.579	171.110	164.956	177.988
926	Anthony Phelan		1956 VW Beetle	H/PRO						125.226
928	David Bolger	928	1989 Suzuki RGV250	M/????		118.0				
933	Paul Marcos	933	1981 Kawasaki 2500 Sidecar					74.0 80.493		
936	Scott Noonan		1998 Suzuki RGV 250	P/P 250						78.08
940	Craig Pinkney		1992 Oldsmobile Cutlass	AA/FCC						192.328
941	Wayne Adnum	417	1992 Oldsmobile Cutlass	AA/FCC			90.0			192.328

# 2010 Speed Week

## Photos



2 Andy Jenkins



3 Rod Hadfield



92 John Lynch



105 Lucky Keizer



140 Phil Arnold



151 Stephen Charlton



155 David Waight



178 Ronnie Stayt



201 Norm Harding



212 Mark Dunn



234 Mal Hewett



256 Peter Walduck



258 Debra Dawson



280 Terry Prince



343 Steven Vorwerk



346 Graeme Turner



371 Grant Schlein



374 James Stewart



390 Daryl Chalmers



408 Cec Fraser



412 Dik Jarman



414 Gavin Manning



417 Donald Hudson



422 Robert Bishop



423 Alan Fountain



445 Rebeka Tucker



480 Michael Smith



504 Malcolm Sturrock



509 Brett DeStoop



510 Max Ellery





561 Jeffrey Jones



594 Allen Shephard



624 Chris Bryson



642 Phil Shephard



667 James Bragg



680 Nathan Perry



712 Sean Kelly



732 Stuart Hooper



717 Alan Kulari



736 Adrian Vorwerk



753 Stephen Craven



774 John Ogilvie



782 Matthew Kelly



783 Ken Robinson



784 Peter Code



798 Kearon de Clouet



799 Josh Kulari



805 Shane Gaghan



817 Elizabeth Mudd



836 Sean Steck



853 Peter Turner



859 Greg Mackie



867 Campbell Douglas



871 Stephen Pike



872 David Pike



873 Stephen Muller



875 Kurt Dunn



878 Keith Carrick



889 Steven Kell



892 Tobias Breen



#896 Bradley Steck



#689 David Pluckhahn



#933 Paul Marcos



#867 Campbell Douglas



#866 Peter Healy



#770 David Patterson



#422 Robert Bishop



#632 Wayne Gower, #800 Scott Gower



#454 Jeffery Lemon



#627 Don Shields



#612 John Ladbrook Snr



#904 John Weninger, #859 Greg Mackie



#587 Mark Burrows



#207 Mathew Saunders



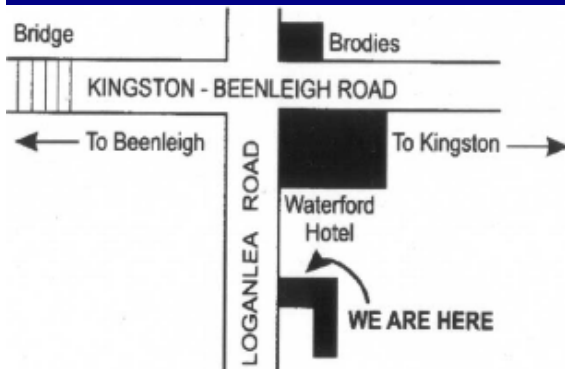
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