

LAND SPEED NEWS

82 Industrial Drive Braeside VIC 3195 Ph: 03 9580 9809 Fax: 03 9580 9429

<http://www.vicnet.net.au/~dlra> drylakesau@hotmail.com



DRY LAKES RACERS AUSTRALIA

Sponsorship

On Monday 29th November 1999, Ken Mahon, Marketing Manager of Stanley Australia, rang me to withdraw sponsorship of the DLRA's 2000 and 2001 events.

He cited a directive from his US Head Office not to engage in any sponsorship not directly linked to their sales and distribution network. He further stated that promotional funds had been severely cut. He expressed a personal apology. I expressed our disappointment.

At this point we have no immediate replacement sponsor and it is unlikely that one "Major" can be activated for March 2000.

Now more than at any time your help is needed to make sure that next March runs smoothly and that we can make this one a financial winner.

I will continue to seek a sponsor to enable us to grow our sport.

Regards Paul Dass.

Wayne's World - "So What"

So Stanley pulled the pin, nothing changes. We've run salt racing meetings for 9 years without anybody handing us money. Some how the members have scrapped up the cash. The DLRA 2000 event still happens regardless. But for 2000 there is a major change from previous meetings. The number of members has increased pre-race, we have never had this number of inquiries to run at the salt by "rookies", also race cars from the USA and NZ are coming. This all adds up to the largest number of entrants ever for 2000. (So it's Stanley's loss)

So far things are coming together very well at this stage for 2000. The track will be 5 miles long with 3 miles runoff. This time the course will be a 2 mile short course, 5 mile long course on the same track. So bring those extra diff gears and tall tyres.

Because of the increase in new vehicles; trucks, cars and bikes. We may organise a scrutiteering day a month before the meet. This will depend on numbers, as last time we had one in 5 hours, only one car turn up. So ring me if you are interested. It doesn't need to be finished, OK! Any stage is OK, better to check before you go, than a rebuild on the salt.

Guess that's about it for now! Have a safe holiday season.

Wayne O'Grady - Chief Steward

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LAND SPEED NEWS



Race Dates For 2000

The course will be open for racing on Monday the 6th of March 2000 until Friday the 10th of March 2000. **NOTE:** we will need some helpers for setup on the 4th and 5th.

Track Conditions

There has been a good deal of rain during October and early November. 56mm of rain fell at Mt. Ive in October and 25mm in the first week of November. Understandably the lake is covered with water and will be soft and moist for some time. I will keep you informed of continuing developments. That's all for now.

Regards
Chris Baxter

Rod's Ramblings

Rally Rally Rally!!!

Come on boys the situation is serious, the call has gone out but no response! What about some names for the Committees? Paul has put many hours into making things happen and we all owe him a large debt of gratitude for his efforts in trying to secure a sponsor for this coming year. It was a huge disappointment to us all to have Stanley lead us on and then pull out and it won't help their cause, but knowing Paul he will think of something else.

Leigh rang this morning and asked me to put something down for this newsletter.

The action has been on in Castlemaine, the new (secondhand) generator we bought is now running nicely with a new full fuel system, filters and lines, all with the compliments of DLRA member Rob Carroll from Castlemaine Hydraulics. The Rod Shop has supplied and made up the air cleaner, new belts, exhaust flap, fuel tank and stand, battery holder and it is running. It is air-cooled so should give us years of trouble free service. On firing up the generator itself smoked and on pull down we found the wiring had deteriorated and it all had to be rewired. We will attempt to get some refund from the supplier of the machine but it is no-one's fault. It is a new 20-year-old generator.

Father John Lynch has found a good buy in a Dodge Crew Cab fitted with a new Perkins diesel all running and driving so we decided to buy it, he is fixing up the bonnet hinges and doing some maintenance on it. Our plan is to load the generator onto it and drive it to the lake. Thanks John. We still have to find plugs and mount up the switchboard.

John has completely rewired the belly tank after last years mishap, new member John Dawson has put a deposit on my Studebaker and is hoping to attend our coming meeting for a look and intends taking the car back to Queensland with him less motor, gearbox and wheels. I think John already has a motor he intends to use.

I have acquired a VS Commodore body from GM and with the help of the best chassis builder in the world, Murray Anderson

I am working on a new car for 2001. We are taking great care to build a maintenance free car with the use of stainless steel, Jet Hot Coating and commonsense, we should be able to save a lot of time in maintenance and preparation. Murray has read the rule book and discovered a couple of areas that need clearing up but do you think we can get a straight answer from the Powers in the U.S. No way!! Phone calls and faxes, still no answers, but we will keep trying. With Murray's unique rear end loading methods he says the fitting of large amounts of weight won't be necessary. The VS was the fastest car to go in a straight line that GM has produced yet. The VT is quicker around corners but Dave Parsons and several other Commodore teams all lost 10-12 mph down the straight at Bathurst this year and suggested not to use the VT for our type of application. I must thank Greg at Budget Auto Wreckers in Mahoneys Road, Thomastown for his help in securing the body from GM.

Ray Charlton is building a new engine for next year, Mark Hadfield is going to take a lot of diff ratio's to the lake with him and try to get a combination to work with his overdrive gearbox. Aussie Norm has been doing some serious bartering and has a '34 Roadster fibreglass body and front, an LSD 9" rear, a 460 Ford and Toploader, he may not make this coming meeting but the 2001 event could be its debut.

Just remember it is only 3 months to go so pull all the stops out and be ready, please put your hand up give Andy and Paul some support and keep an eye out for any possible sponsors.

Rod

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▼ Smash Repairs
▼ Resprays
▼ Insurance Work
▼ Fleet work
▼ Sign Writing



"Bitch"

#1 Thanks for all those phone calls.....

Not bloody one

So I guess I shouldn't waste my time on Club Jackets?

#2 Victorian Hot Rod Show 2000

Leigh had to call Telstra in to check why his phone wasn't ringing. We have booked a site at the show to feature the club and promote the sport. So what's the problem, car's not good enough? Unfinished? Just a chassis? So what, it's to show what the club is about. What about the motorbikes? Maybe we should put a sign up "DLRA members not interested in supporting the club"

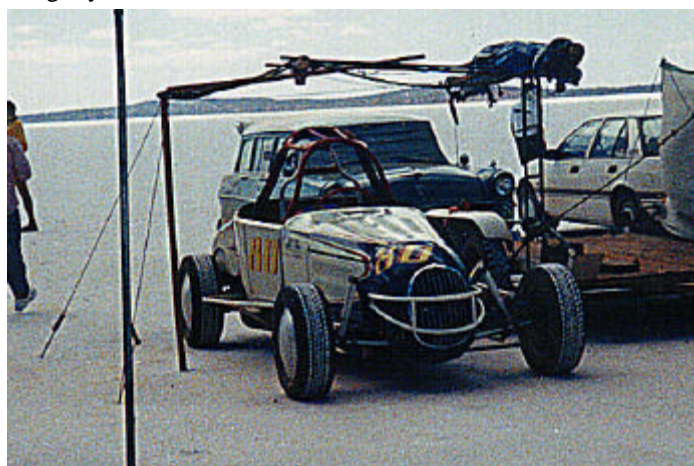
Orders are now being taken for Club Jackets, as discussed at the General Meeting. They can be optioned up with DLRA on the back and your name on the front. Please phone Wayne O'Grady on 03 9786 1830

To promote the 2000 Speed Trials the DLRA has booked a small club stand at the Victorian Hot Rod Show. There is enough room for 2 or 3 cars. This will also give us the opportunity to sell some T-shirts.

Any members who are willing to display their cars, please contact Leigh Fielder on 9589 9809

Racer Profile - Alan Murchison

My fascination of speed machines goes back to the fifties when I was made aware of such vehicles through a copy of "Hot Rod Handbook", where relatively affordable machines were assembled for speed. Being a dreamer I envisioned on day building such a vehicle. At the time though I had to be content with billy carts emblazoned with "Ford Mercury V8". The annual soap box race down the bluff hill being an event eagerly looked forward to.



Here's Alan's T-Bucket at the 95 Speed Trials.

A school book prize for solid geometry 1956 didn't have the same appeal as the one I exchanged it for (unknown to the headmaster I might add) namely - "How to Hop Up Ford and Mercury V8 engines. The Bill Kenz, Roy Leslie streamliner

there in was of special interest. 45 years later I am realizing that dream of completing a twin engine special.

John Cain engine ads always impressed me so a call to John set me up with a good deal on two 351 Cleveland's. My original intention was to use unmodified engines, but you know the way it goes.

So how to couple the engines? I was aware of some ski boats driving from the front of the engine, I took a visit to Luxford Marine and was able to obtain over the counter, front and rear drives, a neat front housing with dog clutch enclosed and soft clutch (conventional) with flywheel housing for the rear. A short shaft completed coupling between drives. I have only recently found out how the multi engine tractor pull machines couple up the engines using sprockets (one on the rear of crank and one on nose of crank with double row chain wrapped around and joined, very simple.

The main chassis rails are 3" x 2" RHS with square tube MS making a ladder type construction. Cage being 2" round 1/8" wall seamless MS. I fitted springing, coil rear with weight jacking screws for adjustment and torsion bar front also with adjustment. Locking struts fix height, these could be replaced with shocks if needed. Still learning here, the whole deal does allow for height adjustment, which I consider essential.

The 9' fiberglass nose was a project on it's own. Made by shaping plaster over a mesh and hessian form. The plastering (9 bags of it) was mixed in a dish and applied with a trowel

which took from 10 am till 2am one hot summer day and night which was good for drying and fortunately (for me) not as noisy as some of the work carried out. Once dry and sanded to a final form, was sprayed with undercoat, more sanding, then black gloss.

A mould taken off and a part turned out of that. A fiberglass construction course at RMIT in 1962 has been beneficial in a lot of projects, including this one.

The engine hood with moulded scoops is a full sheet of aluminum 8' x 4'. Fairing in rear wheels was a puzzle for a while, thinking about how I was going to achieve this while completing other jobs. Eventually settled for symmetrical wheel covers (more mesh, plaster and mess) with a contoured panel filling in between covers and body. This panel extends forward and down to form a wedge. Made two attempts at getting cockpit canopy hinges right, this is just one example of how frustrating some jobs can be, another that comes to mind was the first nose I pulled out of the mould was so blistered (moisture, our weather) it had to be discarded. Still it makes everything worthwhile when you finally get it right.

Trailing one of the engines in the roadster for air intake, fuel delivery, jetting, gearing and getting some time behind the wheel of a vehicle on the salt flat has been worthwhile all around. There is a lot to learn and I guess that is a big part of what attracts participants to this form of competition, the challenge.

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TEAM UPDATE - December

LAND SPEED RECORD ATTEMPT

Unfortunately we have had to postpone the coming attempt due to happen in January till late March. The lake has been hit once again by unseasonal rains. The National Parks who look after Lake Gairdner has informed us that it could be some time until she is dry, the McGlashan luck once again.

Paula Elstrek our team member and contender for the Woman's Land Speed Record is out promoting her coming attempt. Paula features in the Calendar "Beauties & their Beasts", she is the stunning Miss February, please if you get the chance have a look or pick up your copy, we are currently negotiating to have supplies here. Paula has been very busy promoting the calendar and the coming attempt on various TV shows and Magazines. Channel 10, Womans Day, Womans Weekly, New Idea and Leader Newspapers (Vic)

National Geographic (on Foxtel) have been showing "Encounters with Speed" our Gold Award winning documentary. Discovery Channel - Extreme Machines is running which also features Rosco, the team and achieving the Australian Land Speed Record in Aussie Invader 2. Both these show are going Internationally.

Over the next few months preparation for the transportation of Aussie Invader 3 to Lake Gairdner will commence. There will be a small team to take her out to Lake Gairdner for some publicity / Media shots, a drive for Rosco and the teaching of Paula, estimated 200mph (400 / 500kmh) just to see how the new modifications shape up. We will assess the lake condition for higher speeds once the team arrives, before bringing in the large team to run World Record speeds.

That's all for now,

Love Cheryl, Rosco and Bryce xxx



LAND SPEED NEWS

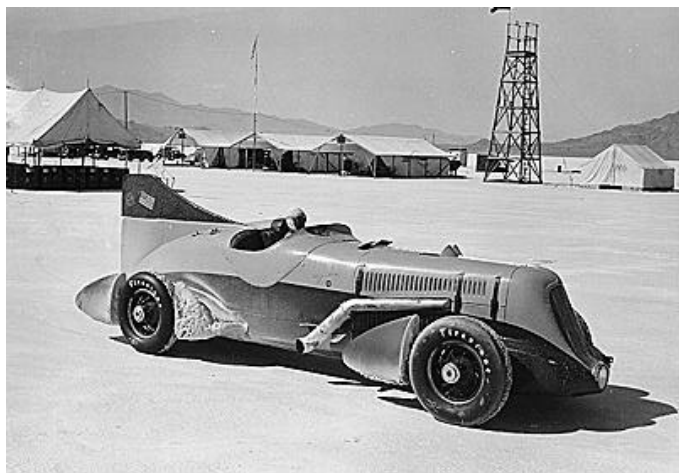


T-shirt's

As so often happens you get some bad news and then something good comes along. Norm Harding has taken on the job of organising T-shirt's for next year's event. In a very generous offer Norm has offered to pay for artwork and set up and is confident of securing a sponsor to cover the remaining cost for printing the T-shirt's. What this means is money made from every T-shirt sold goes straight towards the 2000 speed trials. We are keen to be in a position to sell some T-shirt's at the Hot Rod Show and see this as a good revenue raiser.

Entry Forms

Entry forms are included with this newsletter they should be completed and returned to the DLRA office no later than 10th January 2000. Otherwise you will also be up for a late fee.



The Mormon Meteor at the 1931 Bonneville Speed Trials.

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By DLRA 6 single beds (Bunks OK) for extra beds ay salt for rent. Phone Wayne 9786 1830

Next Issue

The next issue of the newsletter will be in January. This will be the final one before the Speed Trials.

DLRA WebSite

The DLRA website continues to draw interest from around the world. Probably the car that draws the most questions is the Norm's FJ Ute. Seems those good ol' boys have "never seen anything like it" and they all want to know who made it and where they can by one. We have also received a few emails about building various vehicles to run at Lake Gairdner from a twin V8 engined bike.

Want to see what's HOT on the World Wide Web or maybe you want your own HOT website. Call Greg on 03 9587 3061 or email gregwapling@hotmail.com

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