

LAND SPEED NEWS

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DRY LAKES RACERS AUSTRALIA

Wayne's World

Chief Steward

- START TO FINISH -

To those members who don't know, at the 2000 Race Meeting AGM, I resigned as Chief Steward after 5 years. At the start I became involved because I was concerned the direction the club was going, in regards to racers, members and public safety. During the 1999 meet with Firecrews and Doctor in place, I thought, I've reached what I originally set out to achieve. We couldn't do anymore. So it was time to move on.

For the club to have positive growth you shouldn't stay in control of one area (job) but help it reach the next level. Because of this I suggested we should have an assistant steward, voted in at the 1999 AGM, with the hope that they would take over in 2001. John Broughan nominated his services. With John helping in all areas in 2000 (hopefully I wouldn't scare him away) may be he would take over the job. When I resigned as Chief Steward, John took over the job, may be a little reluctantly, but he did. I've known John for a long time and believe that he is more than capable of the Chief Steward's role and responsibilities. So give him all the support it requires and deserves. Remember he's made a big sacrifice for your benefit.

To John Broughan, DLRA Chief Steward, good luck, I offer you my help and support.

To all the track staff over the years, many thanks for your help, opinions and friendship.

To the crews & Members who returned every time to help when I asked, you better watch out! I know who you are, so I'll be back to ask you if you want to have a drink!

To all those people that I had words %#! With over the years, for not following the rules, you were wrong! HA! HA!

Last word of a Chief Steward

Safe and fast racing
Your friend

Wayne O'Grady

Contents

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Annual General Meeting

MINUTES 8TH MARCH 2000

* Mike Davidson welcomed all those present with special mention to the overseas crews and advised that this was our biggest event ever.

* Minutes from meeting 20th February read out and accepted by all present.

* Mike Davidson advised that a representative from the environment board had been out to the event and looked at what we were doing and was generally pleased. People smoking and then throwing their used cigarette butts was a concern.

He was pleased with the way we parked most vehicles on tarps when they were on the salt and the washing down of vehicles when they left the salt.

Mike advised everyone that they must ensure their pit area is clean of all rubbish when they have packed up.

* Andy Jenkins was thanked for his commitment to the event having spent a long time prior to the event setting up new amenities at the camp. Neville Douglas also gave Andy a valuable helping hand as well as his expertise in setting up the cool room, along with sourcing and supplying a number of components necessary for the fitting out of the cool room.

* John Lynch and Rod Hadfield were thanked for locating and purchasing with their own money the Dodge truck that will become the property of the D.L.R.A. This truck will become and in fact was a vital part in the the setting up and running of our event(s). Mike Davidson said it is hoped that some day the D.L.R.A. will become financial enough to reimburse John and Rod for this purchase.

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GENERAL BUSINESS

1 Mike Davidson advised that he has been lobbying with the minister (in Adelaide) in charge of the department that controls the Lake. It is hoped by us that a miscellaneous lease for the campsite and the access road to the Lake can be established and ideally that the camp at the Lake can become a fenced off compound. There is still a lot of indecision by the departments involved in achieving the above, but it is hoped that a decision can be made in the near future.

2 Phil Arnold our Chief Technical Inspector, thanked all teams for doing all the upgrades to their vehicles that were pointed out at scrutineering last year. Phil advised next year that all helmets will have to have a minimum of a Snell '90 rating and that firesuits must have a CAMS number or an S.F.I number. Also during the year a date will be set as to how old seat belts may be before they are required to be upgraded. Fire extinguishers were also discussed and some information will be sought as to the suitability of the Dry Chemical type, that a number of teams are using. Phil thanked Steve Green from Canada for his valuable assistance at scrutineering and stated that he had learnt a lot from Steve's presence.

3 Andy Jenkins advised on the upkeep of the new cool room and the maintaining of the overall camp facility.

4 Mick McNally suggested that all teams should bring a 20 litre containing of diesel in future to be given to the D.L.R.A for the running of the 'plant' and vehicles at the Lake during our event. Everyone present agreed this was a good idea.

5 Wayne O'Grady advised that Casey Hill and Gary Anderson had allowed the use of their vehicles for various tasks during the event and would require some diesel to allow them to get back to Iron Knob. Both members were thanked for allowing us to use their vehicles.

6 Again the Kevin Saville team allowed us the use of their pressure washer, to which we are grateful. But it was agreed that the D.L.R.A purchase our own pressure washer for use at the event.

7 Casey Hill advised that he will supply an article on pit area safety for inclusion in our newsletter and also suggested that the S.C.T.A should be made aware of the article also.

8 Some discussion took place on communications at the lake. Trevor Beck said he could supply a beam antenna and a P.A. system. It was also suggested that all teams and chase cars should have a U.H.F. radio. 'Gus' Gusansky suggested also that the D.L.R.A. requires more U.H.F. radios (but not hand helds) for the smooth running of our event.

9 Discussion took place on the charging of a yearly membership/subscription fee of \$25.00. As we are having to spend more funds each year in the running of the D.L.R.A. and it's event. All present agreed that a fee will have to be charged and that each and every member will be billed yearly.

10 Much discussion took place on the track layout. It was asked that a track layout could be included in the newsletter prior to the event.

Also suggested to contact surveyors prior to event and perhaps having them survey the track up to a week prior to the event.

11 Peter Noy was thanked for his contribution as the chief timer and Peter in turn thanked all those present for their patience. Peter's job can be very demanding when the timers starting 'acting' up as they did this year.

12 Discussion on road grading and upgrade

13 A date was set for the meet next year of 5th to the 9th of March and a 'rain' date of 26th to the 30th March 2001.

14 It was suggested that we also advise motorcycle publications of the dates of our events.

15 It was asked that perhaps we can have a 'plastic card' facility at the merchandising table, to aid in the purchase of items.

16 It was suggested that we look into having a satellite phone at our event. A member advised that the cost of this is around \$200.00 per week, at a call cost of \$3.00 a minute. This will be looked into further.

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ELECTIONS:

1 Chief Steward -- (Wayne O'Grady) resigned from this position and John Broughan agreed to take on this roll, with Gary Anderson as his assistant.

2 Tech Inspector -- Phil Arnold agreed to continue and Lennie Souter will become his assistant.

3 Chief Timer -- Peter Noy agreed to continue, however Geoff Rea will stand down as his assistant with Roger Voit now becoming the assistant timer.

4 Camp-site Commandant-- Andy Jenkins aged to continue in this position.

5 Chief Starter -- 'Gus Gusansky' gave 12 months notice and Geoff Steer will continue as assistant and will become the Chief starter at the end of the 2001 event.

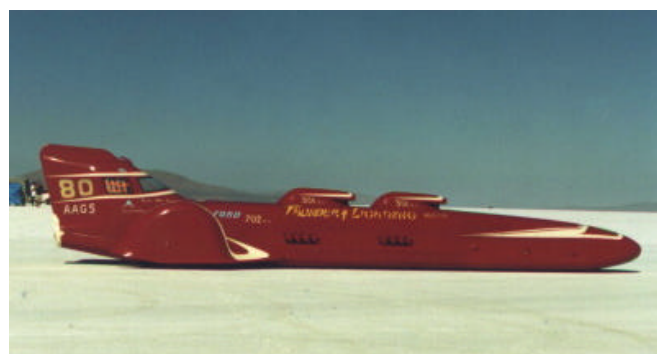
6 Secretary Treasurer-- Rod Hadfield agreed to continue in this position.

7 President-- Mike Davidson resigned from this position and Wayne O'Grady agreed to become the next president of the D.L.R.A.

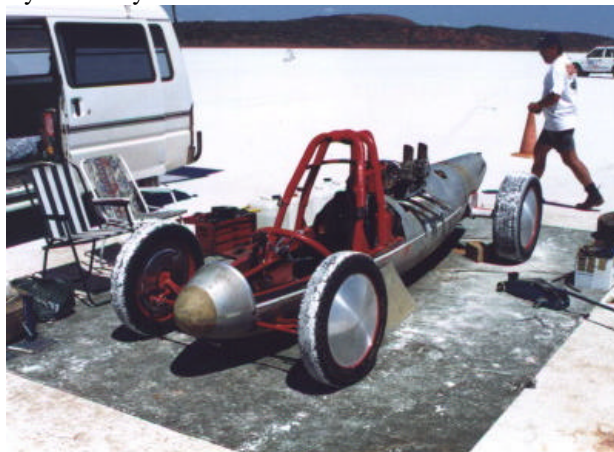
All office holders and committee members both new and outgoing were thanked for their commitment to the D.L.R.A.



Rea Weir Mumford # 24 with it's new nose and wheel discs fitted



Alan Murchison's amazing twin engined streamliner blew every one away.



A new car at the meet this year was Kenny Rhodes old timey Willy's 4 cylinder powered belly tank



Brian Nicholson's team "The Moe Boys" posing beside the fast XA coupe

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Chuck Salmen's pit area, great to see Chuck and his team along with Mary West back again.



John Lynch's Belly tank beside the new team bus



Casey Hill's (New Zealand), Mark Hadfield's Mustang and Geoff Rea's coupe, park waiting at the end of the 2 mile course to cross the course



Norm Harding's (Aussie Deserts Cooler owner) newly completed big block Ford powered '34 roadster



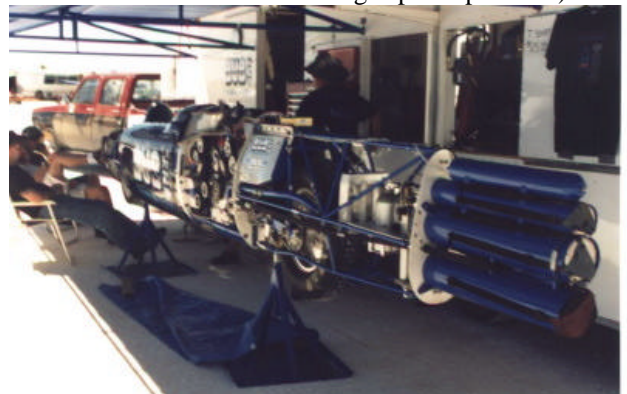
Phil Arnold's flying single cylinder was looking to make some runs that would make it the fastest single in the world



Ray Charlton's history making Duece roadster (Ray is now a member of the Charlton high speed spin team)



Dennis Manning's "BUB" streamlined bike was simply amazing. Always great to see vehicles and bikes that are so well built, well engineered and run real fast as well



**CONGRATULATIONS to Dennis Manning and Team BUB
Fastest Speed of the meet - 289.715**

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Results of Speed Trials 2000

Peter Noy, Chief Timer
Highest Speed for the week shown

Driver	Mem #	Home	Manufacturer	Class	Speed
Phil Arnold	140	TAS	1986 Suzuki	A/F 500	128.472
Wayne Belot*	247	VIC	1934 Ford Roadster	B/GR	116.655
Darryl Bevan*	239	NSW	1927 Ford Roadster	D/GMR	127.546
Bob Bowman	194	NSW	1927 Ford Roadster	D/GMR	161.081
Greg Butler	187	VIC	1972 Honda Motorcycle	M/GB 750	102.913
Ray Charlton	96	VIC	1932 Ford Roadster	C/STR	142.721
Steve Charlton	151	VIC	Ford XA Falcon GT	C/PRO	165.623
Brendon Collier	157	VIC	Kawasaki Motorcycle	M/GB 1350	126.778
Ray Cooke*	237	NSW	1927 Ford Roadster	D/GMR	126.484
Lyndon Cooper*	220	QLD	KB 2 cylinder Streamliner Motorcycle	S/G	204.528
Mike Davidson	1	SA	AU Ford Falcon Ute	E/MM/PP	122.299
Mark Dunn	212	NSW	1929 Ford A Roadster	C/GMR	139.643
Leigh Fielder	113	VIC	1985 Pontiac Trans Am	A/GALT	238.331
Leigh Goodall	245		1936 Ford Pick up	C/GC	126.351
Luke Hadfield	242	VIC	1967 Ford Mustang	D/PRO	148.343
Mark Hadfield	44	VIC	1967 Ford Mustang	D/PRO	163.043
Rod Hadfield	3	VIC	1553 Studebaker	A/BFALT	208.647
Greg Hamilton*	238	NSW	1929 Ford A Roadster	C/GMR	135.751
Norm Hardinge	201	VIC	1934 Ford Roadster	B/GR	134.952
Rick Hay*	229	NSW	Suzuki Hayabusa	P/PRO	172.993

				1350	
Mal Hewett	234	SA	Vincent Motorcycle	M/VG	121.285
Casey Hill*	146	NZ	1930 Ford A Roadster	E/STR	141.220
Casey Hill*	146	NZ	1930 Ford A Roadster	E/BFR	139.805
Casey Hill*	146	NZ	1930 Ford A Roadster	E/BSTR	124.965
Micheal Hite*	241	QLD	Harley Davidson Sportster	M/PG 1350	116.731
Vicki Howard*	221	VIC	1934 Ford Roadster	B/GR	139.524
Neil Jacups*	217	NSW	1927 Ford Roadster	C/GMR	123.874
Greg Kelly	190	NSW	1972 Ford XA Coupe	D/PRO	
Shaun Kirkby	189	SA	Kawasaki Motorcycle	M/PSG 1000	136.100
Stuart Lappin*	228	QLD	Honda Motorcycle	P/PRO 650	161.398
John Lynch	92	VIC	Bellytank Lakester	A/BFL	270.351
Terry Maloney	215	NSW	1927 Ford T Roadster	D/GMR	141.911
Rod Mappin*	233	VIC	Belly Tank F86	V4/GL	100.516
Trevor May*	216	NSW	T ROADSTER	D/GMR	147.600
Wayne Mumford	190	NSW	1923 Ford T Roadster	XF/GMR	138.095
Alan Murchison	190	NSW	Streamliner Special	AA/GS	149.420
Brian Nicholson	131	NSW	1972 XA Ford Coupe	C/PRO	168.123
Eric Norton*	236	NSW	1973 HQ Holden Sedan	E/PRO	96.277
Brendon O'Reilly	190	NSW	1972 XA Ford Coupe	C/PRO	167.480
Kevin Parker	164	QLD	1932 Ford Roadster	C/STR	119.541
John Pudney	190	NSW	1981 Kawasaki	M/PS 1000	157.761
Geoff Rea	190	VIC	1923 Ford T Roadster	XF/GMR	135.435
Ken Rhodes*	108	VIC	Belly Tank F86	V4/GL	98.320
Rocky Robinson*	246	USA	Streamliner Motorcycle	S/E 3000	289.715
Leigh Russell*	222	QLD	Suzuki Hatch	J/BGC	108.692
Chuck Salmen	126	USA	1934 Ford Roadster	AA/FMR	250.069
Chuck Salmen	126	USA	1929 Ford Roadster	C/GMR	132.846
Kevin Saville	60	NSW	1923 Ford T Roadster	E/BFMR	155.790
Stephen Stamp	214	VIC	1929 Ford A Roadster	C/GMR	134.108
Delvene Stamp*	240	VIC	1929 Ford A Roadster	C/GMR	137.074
Peter Vansittart	150	VIC	Trimuph	MPS/VF 350	132.547
Dave Tattingham	153	VIC	Suzuki Motorcycle	MPS/PG 1350	163.280
Eric Tipping*	230	VIC	1972 HQ Holden Statesman	D/PRO	116.707
David Waight	155	VIC	1923 Ford T Bucket	V4/GMR	86.738
Chris Weir	13	VIC	1923 Ford T Roadster	XF/GMR	137.864

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Rod's Ramblings

Well, it is ten years since the small group of us first crossed that last hill and witnessed the breathtaking sight of Lake Gairdner and it still does send a chill through me. This years salt has got to be close to the best yet and I hope everyone feels as I do, lets work hard and keep us growing.

Everyone had a positive attitude this year considering our setback with Stanley, with Andy as Camp Commandant and organizing a lot of the "behind the scene chores" such as water and toilets got things off to a good start. The cool room alone will really make things easier from now on. Andy has also been doing a lot of liaison work with Rosco and has had a chat with the new owner, thanks Andy.

I too have spoken with the new owner who rang me to see what we are all about and has assured us we are more than welcome and has asked us to let him know if there is anything he can do to help out. This is another area where life should be a lot easier. I would like to thank everyone for being so understanding when we had to collect camp and water fees. These problems should be much easier if Andy and Rosco can arrange the spouting on the tank to catch water and feed it direct in, a lot of money will be saved. Andy, when the spouting is connected, just get Rosco to stand near it, it seems every time he goes there it rains! Seriously, it will be easier for everybody not having to continuously dig into their pocket.

Money wise, thanks to Steve Charlton, his crews efforts and of course the buyers at the auction, we will get through this years meeting and if careful will have enough to get next years meeting happening. We have received our bond back from The Department for Environment, Heritage and Aboriginal Affairs, this has meant that all accounts relating to the generator, which of course I think is one of our greatest steps forward, have been settled. Rosco has fitted a cover to it for us, thanks Rosco.

Our other great step towards being totally self supporting was the diesel truck, which the club still hasn't paid for, it got the generator to Lake Gairdner, thanks to a borrowed set of number plates and Wayne O'Grady's persistence, patience and some skill I would suggest.

Rosco has also helped to preserve it.

I would like to thank everyone who had a role to play in this year's event. Peter Noy, his timing and track crew did a sterling job and from now on things should be quicker and easier to set up. Although I think one large lesson learned is that this area must be under way earlier so starting times are able to be kept.

It was good to see the large number of first timers there and I am sure we will see a continuous rise in entries from now on. I am still receiving calls wanting information about DLRA activities, but where are the rest of our members. Why are you just names on a list?

Please can you make the effort to at least get to meetings and take a role, with 250 members we should be doing it easy. As Secretary and Treasurer we are doing many hours weekly just keeping things rolling and if it wasn't for Carol's efforts I don't know how it would happen.

Congratulations of course must go to John and the Lynch mob for their awesome 270mph pass.

My car run a big end bearing destroying an engine completely which can only be attributed to a lack of oil, running a long course for the first time and at around 200 mph, a mile before the timer. I have learned that this is why 90% of U.S. cars run dry sumps, which is what we will be doing next. I believe the Bowman team suffered the same fate, so if building a car don't short cut, dry sump it and save it.

Like Father, like Son, the spinout club has two Charltons in it now, glad to see you got out of it o.k. Ray.

With Wayne taking on being President should make things a little easier and if he shows any signs of slowing he is closer to job!

Congratulations Wayne on your election and thanks go to Mike for the years gone, but keep the liaison work happening with The Department of E. H. & A. Affairs and keep the timing safe and active, it may save any more dents in the front of that new Ute.

I received shortly after the meeting a phone call from the U.S., it was Denis Manning thanking us for our contributions to his team effort and assuring us he will be back next year, he wants to be there a week before and a week after our official week, he is convinced Lake Gairdner is where it will happen and we must be ready to help him, if he can pull in that world record it will do us more good than we can imagine, I have spoken to Peter Noy about this and he is taking steps to arrange things. Denis was a large contributor to our financial success this year showing no hesitation to pay more than his share and for this we thank you Denis and we look forward to your return.

Another great effort was that of Casey Hill, this regular working guy amazes everyone, coming from New Zealand with his car, he blends in just like any of the locals, good on you Casey.

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We at the Rod Shop are keeping things happening with our new Commodore, the chassis is completed and about half way through the tin work on this date. The aim is to have an All-Australian car with ease of maintenance, everything will be either stainless steel, jet-hot or powder coated. Safety has played a large part in its construction and many phone calls to the State have been made to clarify things in the rule book as I intend to give the A/BFALT class a shake up and the car must be legal when it does. Murray Anderson who has been responsible for so many record-breaking cars both here and in America has put his heart into it and no-one could say I could have found a better man for the job. Leigh took the U.S. visitors around to Murray's when they were here and it stunned them with the strength and neatness of the chassis.

While in a rambling mood, there are another couple of people that need rambling about, Geoff Rea's efforts are not going unnoticed and he does a sterling effort pushing the case in many ways, and getting his report onto the website that quick was great. Thanks must also go to Greg Wapling for without Greg I am not sure what we would do, the whole club wishes to thank you Greg, hope you can get to next years meeting.

I look forward to seeing members at the Australian Nostalgic Racers and VHRA Hot Rod Drags at Calder where we want member's cars on the 14th of May.

Don't leave things until two weeks before the next meeting starts, as it is now only ten months away.

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Update from Roscoe

UPDATE - APRIL 2000

The trip to Lake Gairdner was a success. No World Records this time but the team achieved.

After arriving there with drizzle putting 1/2 inch on the lake, then another inch during the week, the team was frustrated and disappointed to have the rain again. They worked around "Machville Village" installing airconditioners, drain tanks for the water from the ablution block. This water they recycled to clean the vehicles, which they do every time they go on and off the salt, to keep the salt from the land and the red dust/mud from the salt. After the week the water started to disappear leaving only a light film down the bottom of the lake. There

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was enough track to give Rosco a run. His first pass was over 500km/h he was thrilled to be back in the seat again. Rosco and the team then did another pass on twilight, which made for great photos and vision to be farmed out around the world.

On Saturday the 25th March, Rosco sat in Aussie Invader again to drive and check her out at high speeds. This he did, the car handled perfectly, his speeds were in excess of 700km/h. The salt was in the best condition the team had seen, so smooth, like a table top, Peter Taylor, team manager stated, Unfortunately it did not give them the 22kms track needed for Rosco to go over the 1000km mark, again they would have to wait.



Paula Elstrek, who had, only a couple of weeks before, achieved her Jet License in Aussie Invader One at Calder Park with a pass of 218mph was ready to have a run in Aussie Invader Three. During the wait week, Keith Lovatt, Crew Chief and Peter Taylor taught her the logistics of running the car, now to put the theory into practice. Her first pass was a slow one just to get the feel of the car, running on the solid aluminum wheels, to get use to the salt surface and to see if she could stay on the line. The team were impressed she did everything that they told her to. They turned her around and said okay do what you feel comfortable with and hit the afterburner, go for it. Paula's first full power pass was 575km/h - 360mph giving her the title

"THE FASTEST WOMAN IN THE SOUTHERN HEMISPHERE"

Rosco, Pete, Keith and the team were very proud of Paula and what she achieved. They are confident given the right conditions the World Women's Land Speed Record will belong to her.

Watching Paula drive Rosco had very mixed feelings, proud, envy, nervous, concern and excited all into one. This was the very first time that he had the opportunity to see Aussie Invader 3 go across the salt in real life and so fast. I told him "that's how the team feel every time we watch you".

Thanks to Merrick Beesley from Merrick Beesley Productions, who was with the team for the week, has been able to send out packages via our sponsor APTN Sydney / London (Associated Press Television Network. The stories have been seen all around the World. We have received emails and telephone calls from London, Greece, Europe, Malaysia, and all over Australia. Printed Matter, i.e.: magazines, Newspapers are all interested in Rosco, Paula, the team and Aussie Invader 3 and are currently doing stories. Through the Gears will be seen on Foxtel over the coming weeks. This will be a series of stories, which Merrick has put together.

I am so proud of all the team who put so much into the project, they are one big family, who work so well together. CONGRATULATIONS

Please take the time to have a look at "Meet the team" on our home page: <http://invader.iinet.net.au>

The team members who went to the salt this time were:

- | | |
|-------------------------|---------------|
| Rosco McGlashan | Paula Elstrek |
| Peter Taylor | Keith Lovatt |
| Steve Sugden | Dan Boseley |
| Trevor and Vonny Menzel | Doug Mackay |
| Daniel Hawkins | |

TV: Merrick Beesley Photos: Richard Humpries
Wendy Lear

Bye for now
Cheryl McGlashan

Next Meeting

At the next DLRA meeting on the 2nd July 2000, we will have a special guest speaker, Roscoe McGlashan. Venue to be announced.

Buy, Swap, Sell and Wanted

WANTED

Cars for display at VHRA Hot Rod Drags at Calder where we want member's cars on the 14th of May. See Wayne.

Next Issue

The next issue of the newsletter will be just before the meeting in July

DLRA Website

During the Speed Trials we virtually doubled our number of visitors with between 75 and 100 each week for the last 5 weeks. We have now had our 4000th visitor. 33% of these visitors come from within Australia, 32% from the US, Europe is next with 5%. The remainder is then spread amongst 35 other countries recorded.

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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

