

# LAND SPEED NEWS

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DRY LAKES RACERS AUSTRALIA

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## From the Editors Desk

Well here we are the start of a new year and only 3 ½ short months to the next speed trials. For those competing or intending to make the journey, this time will go very quickly. We wish you all the best with your projects and look forward to seeing you at the salt.

## El Prez

"Here we go again"

As racing at Lake Gairdner 2001 is approaching faster than ever, hopefully your well on the way and ready to race? Looks like we have a lot of new cars racing in 2001, which is great to see. Will this be our biggest year ever, 40 plus? Hope so!

Over the past few months the DLRA has made some inquiries about a replacement for Halon 121 and Halon 1310 fire systems, due to the fact that it's been illegal to sell, own or discharge a Halon fire extinguisher since 31<sup>st</sup> December 1995. After calling Wormald Fire Systems, Sydney and Melbourne, the only available replacement is NAF-111 for the drivers compartment at the moment. Wormald are going to provide information on a total replacement fire system and possible bottles that can be re-filled with NAF-111 replacement gas (cost per pound) or any other Halon replacement certified by the manufacturer for use in confined spaces. At this time that's as good as it gets (At the end of 2001 meet all Halon drivers compartment fire systems will need to be replaced). When we have more information on this it will be in the newsletter and on our web site ASAP.

That's it for now, see you at the salt in March.

Fast & Safe

Wayne O'Grady

President

Ph/Fax: (03) 9786 1830 Email : [ranchero59@ozemail.com.au](mailto:ranchero59@ozemail.com.au)

## Rod's Ramblings

PANIC, PANIC, PANIC - with only weeks to go until our meeting and months of work to do.

At this date out fiberglass front on our car has been made with only the cover over the air intake to go. We are going to cover it and see if we have better luck as the air hitting the scoop at 200mph is something you cannot represent on the Dyno. We can't get a Hollinger gearbox for this year as they have a three month wait on the gear sets but we can't get another CRS block ready in time either so the All Aussie bit will have to wait until next year. We are starting to paint panels like the boot lid and doors, a lot of the parts have already been Jet Hot Coated, every nut, bolt and removable item will be done. The diff is finished with a new spool fitted.

Our transporter is almost ready and I am working on a parts trailer to tow behind the truck, which should make life easier. /2

# LAND SPEED NEWS



Thanks to Andy's enquiry and a letter from the club, Fuelink in Adelaide have donated some diesel for the generator. Andy also got onto a hot rodder who has sold us two reconditioned toilets to use on the Lake. Has anyone got a couple of suitable trailers to sit them on? Mike is organizing the fuel and the toilets from Adelaide.

I received a calendar from Marlo Treit with details of his new car.... what an effort that one is!! Mike is making noises about a new car next year, Mark and Wally James are trying to organize another motor, it seems the other one is not going to do the job. Aussie Norm has a well known identity from the past, John Peterson doing over his 429 and a bit of streamlining going on. Vicki has a new fire suit with the compliments of Santa Claus, so lets see if 175 mph is possible. Apparently the Moe boys are ready with a new engine in the Mt. Ive Police Car. I am not sure what Ray Charlton or John Lynch are up to but they will have something worked out.

Rod

## Scrutineering Info

ALL drivers and riders

Fire Suits : All suits must have a manufacturers identification label fitted

Helmets : Must be Snell 1990 or later (effective 01/01/2002)  
All helmets must be Snell 1995 or later)

## DLRA Meeting

# DLRA MEETING

On : Sunday 4<sup>th</sup> February

Time: 11:00am

Where : AUSSIE DESERT COOLER  
350 Murrury Road Preston

Please Ring Norm or Vicki, if your coming on 03 9328 4321, so they will know the numbers for food etc.

PS If you'd like to sit down..... Bring a chair!

## LATE NEWS !!!

Last fuel is Port Augusta, supply at Iron Knob has closed



## Rosco McGlashan - Update

### THE YEAR IT WAS – 2000

Hi everyone, hope you have all had a great year.

Another very busy one, every year I think we will slow down, but it was not to be. We are certainly in the "JET" business, as our life is always at 100mph. It has been a terrific year for achieving and climbing up to the top, which I feel we have reached. Hopefully next year we can reap the benefits.

#### AUSSIE INVADER ONE JET DRAGSTER

Throughout the year Rosco performed many Fire Show demonstrations and Car Burns with Aussie Invader One. A Car Burn is where the team chains a car to the back of Aussie Invader One then Rosco blasts it with the Afterburner. Very spectacular, the crowds love it and Rosco enjoys it too!!!!

Appearances were: - Bunbury Speedway WA, Eastern Creek Raceway NSW, Avalon Speedway VIC, Newcastle Speedway NSW, Parramatta Speedway, with vision shown on Speedweek, Narrogin Rev Heads, the finale' of Claremont Speedway with a fire show lap around the track. Many static displays at various Auto One Stores, Agricultural Shows, School displays, Club appearances and Motor



shows.

#### AUSSIE INVADER FOUR JET DRAGSTER

Aussie Invader Four was completed at the beginning of the year. Rosco, the team, Greg Byrne from Byrne Race Cars and many sponsors worked to produce an immaculate car, a credit to them all.

# LAND SPEED NEWS



Aussie Invaders 1 & 4 traveled to Darwin for Rosco and Paula's debut meeting at Hidden Valley. The Transporter, thanks to Park Body Builders and DiCandilo & Sons, had adjustments made to the upper deck to carry both racecars, they fit in like a glove, top and tail. The start Ute is on the lower deck, which also includes a workshop and living quarters to sleep 4. Rosco and the team are now fully self-sufficient. Byford Tyres looked after the tyre requirements, which was a big relief for Rosco to be able to drive to Darwin and back knowing that all would be safe, thanks guys. Both these cars have appeared at various static shows, which makes for a great display. Kenlow supplied lovely shade canopies, which compliments the Transporter, a great asset when you stand in the heat all day talking to the public. Rosco stripped the Ford Louisville down, with the help of my brother Mark. Rust cut out, spoilers made, and the truck completely repainted thanks to The Spoiler Factory, PPG Industries and Parins Panel Works.

## OTHER EXCITING NEWS

Please read our fantastic new brochure (distributed at July meeting), promoting our Racecars and Rosco and Paula's racing history. Special thanks go to Chris Osborne, Osmark and Midnight Printing for the production. These will be a terrific souvenir as well as being great for marketing and promotion.

Check out our website the new address is:  
[www.aussieinvader.com](http://www.aussieinvader.com)

Dona and Ray try to keep you all updated as we travel through the year. Terrific photos thanks to Keith, Richard and myself. Please take time to have a look.

## NEW SPONSORS AND MEDIA EXPOSURE

This year we welcome on board new sponsors, Byford Tyre Service, Dell Computers and Midnight Printing. Our business is sponsor and volunteer driven. We have a mammoth project / race team and without all the wonderful Worldwide support, we would not survive.

Media coverage has been exciting this year with the following:

Storyteller Productions "Encounter's with Speed"

Merrick Beesley's "Quest of Speed", Discovery Channel "Extreme Machines - Land Speed Records" along with News Stories via APTN getting worldwide coverage.

Ford Ad, unfortunately no permission or payment was received for this ad and it was made without the consent of Rosco or the team. We could not afford to pursue the matter so we decided to put our energy elsewhere.

September Penthouse was a huge hit, many callers / supporters stated they only read our story. Sure I said, who would want to look at those gorgeous girls anyway?!

Well done Owen Thompson, author.

The Movie Script is underway, Rosco McGlashan's life story coming soon. As soon as Tom Cruise is available for the leading part !!!!!

## MOTIVATIONAL SPEAKING

Corina from ICM - BBC Entertainment has worked hard this year with Rosco's speaking engagements. Rosco is said to be a very exciting motivational speaker, telling of his achievements, highs and lows, with the desire, determination and dedication to carry on and achieve. His goal is to be, "The Fastest Man on Earth", and that "you can do anything you set you mind too if you have the passion for it" !!!!! He has enthralled audiences throughout the year and they have complemented and admired his tenacity.

## AUSSIE INVADER THREE LSR & LAKE GAIRDNER S.A.

March saw an exciting time for Paula Elstrek who joined the team to attempt the Womans World Land Speed Record. Before running the

Land Speed Record Car - Aussie Invader 3, Paula had to learn to drive and pass her jet license in Aussie Invader One. Rosco and Paula spent a few days at Managalore Airport testing, thanks to Stewart and Leanne, prior to Paula's licence test at Calder Park Raceway. Paula successfully passed with a half track and full pass with afterburner at 217 mph. Two weeks later Paula was sitting in Aussie Invader 3 at Lake Gairdner in South Australia.

While Rosco was teaching Paula, the rest of the team were running up the engine of Aussie Invader 3 at Pearce Air Base for her final test before her trip to the Salt.

March 17<sup>th</sup> Rosco and the team left Perth for Lake Gairdner, half way across they received rain from a cyclone which had hit North Western Australia. Once arriving at the lake and setting up camp, it rained again, they could not believe it. Again the weather had dampened the attempt. After waiting for a week the lake was dry enough to drive the car. Rosco sat in Aussie Invader 3, the first time behind the wheel of a Land Speed Racer since his crash in '95 - Aussie Invader 2 at 800km/h (500 mph) where he hit the timing equipment, destroying the engine and the car. Rosco drove at an amazing 700km/h for his first ride - not bad !!!!!

It was then Paula's turn, her first drive ever in Aussie Invader 3 She did a slow run first with no afterburner, kept straight and did exactly what the team had asked of her. Rosco and the team were impressed and confident enough to turn her around and let her have a run with the afterburner. Paula ran at 575km/h making her the fastest any woman has driven in Australia, what a terrific achievement for the team once again. Unfortunately, no records for the Year 2000. The creditability that the team achieved however /4

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shows that they are more than capable of achieving World Records, given the right weather conditions. Merrick Beesley – Merrick Beesley Productions in conjunction with APTN (Associated Press Television News) sent the pictures around the World for all to see, with a terrific response via our wonderful email and website. Richard Humphrys acting as official Photographer, was able to be at the Lake thanks to our sponsor Neways International. He has taken some remarkable photos for the internet and media, and wrote the wonderful story which featured in the Honda Magazine and also the September edition of Penthouse.

Lake Gairdner is booked again from mid March to hopefully secure the 2 World Records, again the financial situation – sponsorship is pretty grim, but we are optimistic that funding will be there by the beginning of March. We have been lucky to secure the University of Melbourne to help with the surveying and marking of the course. We need a 22-km course marked with 8 tracks 100metres apart, a mammoth job and a very large expense, therefore this will be a huge bonus for the Project. National Parks will work in closely with the Uni. on the specifics. Ampol / Caltex, our really loyal sponsors are supporting us again with the Fuel supplies. GPR Truck Sales have supported the project with a 41' pan to carry the hanger and all equipment across to the lake. The Dry Lake Racers team has kindly offered to assist with the running of our attempt, providing manpower and timing facilities. All we need to do now is raise the money and pray for the most perfect weather, no wind, NO RAIN and a nice dry salt crust 18" thick. I don't think that is too much to ask for, after all, we have been waiting since our first trip in Dec'93 - 7 long years. I feel that we have done our apprenticeship and now we need to graduate.



## COMING EVENTS

SUMMERNATS – CANBERRA ..... January 5<sup>th</sup> / 6<sup>th</sup> and 7<sup>th</sup>  
Aussie Invaders 1 & 4 Fire Show Displays and Aussie Invader 1 - Car Burn

ADELAIDE INTERNATIONAL RACEWAY .... January 13<sup>th</sup>  
Aussie Invaders 1 & 4 Rosco v Paula ,3 passes side by side

## THANK YOU

Rosco and I would like to sincerely THANK the team, sponsors, supporters, family and friends for their support throughout the Year, without you we would not be able to achieve what we have.

We are looking forward to celebrating with you all in the Year 2001.

Have a very safe and happy Christmas and New Year.

With best wishes, Roscoe



## Attention Flathead Ford V8 Enthusiasts

I intend to start building a streamliner to race on Lake Gairdner complying with SCTA guidelines to take four world records making it the fastest flathead powered car in the world. The engine class allows a maximum of 325 cu.in. So I intend to build two 162.5 cu.in. engines by destroking and sleeving down two 221 cu.in. engines for increased reliability and minimal use of high dollar exotic components.

Having designed and built my 27 Roadster, which holds two records, I have an appreciation of what is required to accomplish this task. My roadster will be pulled apart to supply some of the components and the rest sold off to generate much-needed funds, and this is where you can help.

Should you decide to join me in this challenge your name will be on the side of the car and depending on your level of involvement you could also qualify for a drive of the car.

If you are a closet land speed racer and would like to be a part of the team then please contact me on 08 8362 1255 (AH) or 0412 002 617, email [mrd@bold.net.au](mailto:mrd@bold.net.au)

Yours in Racing  
Mike Davidson

*Leigh & Tracy Fielder*

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## Members Profile

### John Pudney #173



Left to Right: Robert Butt - Cook and Mechanic  
Shaun Kirkby - #2 Rider and Artistic Director  
Luke Kirkby - Shaun's Son #1 and General Hand  
John Pudney - Constructor and Rider  
Front: Liam Kirkby - Shaun's #2 son and General Hand



In 1996 after a good friend, DLRA member and avid racer told me of this unusual event, Shaun Kirkby, his boys and myself took a trip out to Lake Gairdner for the first time. We all sat on the hill behind Joan's canteen and marveled at the sight and sound of John Lynch's Belly tank roar across the lake. Twelve months later I had converted a wrecked motorcycle into a racing bike that won't take corners.



The bike's wheelbase has been lengthened to the maximum permissible for its class and the front forks raked slightly to produce slower steering.



The bike is a modified 1981 Kawasaki Z1000 J  
Class: MPS 1000 (Modified, Partial Streamlining, 1000cc)  
Highest speed recorded - 157 MPH March 2000  
The motor produces approx. 100HP and remains relatively stock.



Over the past couple of years I have added bodywork in an attempt to reduce aerodynamic drag, as this is cheaper for me than boosting horsepower.

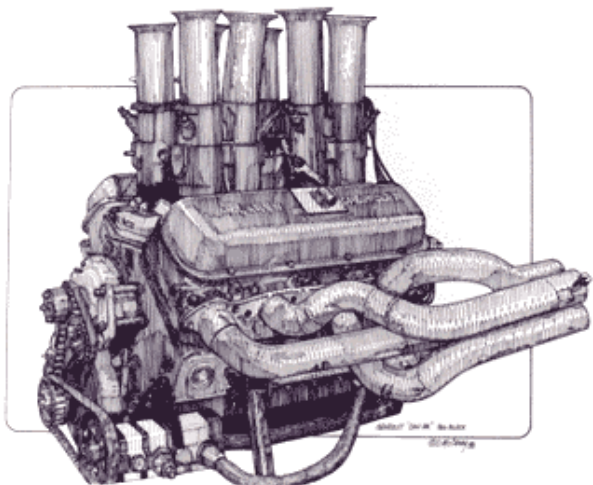


We should all be back in 2001 looking for a further small increase in speed and to enjoy the company of the rest of the DLRA.



## Photos and Stories

We are still looking for photos and stories, like the one that you've just read, to use on the team and driver profile web pages. These will be featured on the DLRA website and all will appear in the newsletter at some time. Here's a great opportunity to give some value back to your sponsors, or to give thanks and recognition to your hard working crew. Bring them along to a meeting, or; Post to Greg Wapling, PO Box 5317 Mordialloc VIC 3195 All contributions will be recognized and photos returned.



## Competitors Update

You may remember some mention was made of Gail, Allen and Doug coming out for the Speed Trials in the last Newsletter, well a few things have happened since then.....

Hi Wayne,  
I got my DLRA jacket in the mail on Friday Dec 8th and have worn it twice already. I really like it and our weather has been just chilly enough to get away with wearing it. Of course that means it was only 65 degrees Fahrenheit, about the coldest it gets here on this part of the coast of California, even in winter.

The crew is working hard every day to get the race car ready to load in the shipping container by January 5th! The date is a little sooner than we had thought and we had a little set back at El Mirage in November. (Some people might call it a major set back!)



Doug Odom was test driving a new C engine (350 ci, 700 hp) for our Modified Sports class and it had just a little too much horse power for the mushy course and it got a little "squirrely" at the timing lights and spun out and then rolled.

Fortunately the roll cage did it's job and Doug walked away with only facial injuries due to a smashed face guard on his helmet. Of course we thought the trip was cancelled for us but that thought only lasted a few hours. After spending 5 hours in the emergency room at the hospital, and then driving 4 hours home, and then sleeping about 6 hours, (and becoming a new grandfather during the same night) Doug called to say he thought he could fix it in time and they started working on it that same day and have been at it every day since. ( I have attached a photo which I hope you can open ).

I will e-mail you after January 5th to let you know if we made it to the shipping deadline. Even if the car doesn't make it, we will still come to at least watch all the rest of you have your fun, and then we'll have to plan on racing in 2002!

G'day mate,  
Gail and Allen Phillips  
[fastdrvr@gte.net](mailto:fastdrvr@gte.net)

(Ed: Fortunately they did make it and will all be here for March)



## International News

### Electric Power

With the fuel crisis the way it is there are a number of projects around the world looking to use alternative sources of power. Electricity seems to be a preferred method, with at least six major projects worldwide, all intent on setting new records. Some of these are *White Lightning* and *Lightening Rod* from the USA which have already set records. From the UK come *Bluebird Electric*, which has set national records, *e-motion* and *Pegasus Electric*. There is also supposed to be an Australian attempt, yet un-built.

It is estimated that the worlds oil supplies will be exhausted in the next 30 years, this could well be representative of the ground swell of new electric powered vehicles that we will see rolling out of the worlds vehicle manufacturers.

### e-motion

The *e-motion* team have just signed a new sponsorship deal with Whitman UK Ltd. The project is getting into full swing the day after Colin Fallows and Mark Newby's successful assault on the outright British Land Speed record in July. With an 11 month build time the new car will be long and slim with a bubble canopy and tail fin. Construction of the chrome moly tubing framed, aluminum clad nosecone and canopy is already complete. It will have pneumatic suspension special wheels with Goodyear tyres. Front disc brakes only. A regenerative braking system will operate on the rear wheels. New super lightweight motors delivering serious horsepower for such small units are sourced and provide the advantage of having a fraction of the weight of a conventional AC or DC motor. Added to that another innovation on the final drive and the need for less batteries should give e-motion considerable power to weight advantage.

Plan is to be running at Elvington in the 3<sup>rd</sup> quarter of 2001 and the unique anticipated double of 160MPH plus in e-motion and 320MPH in Split Second to provide the ideal springboard for their 280MPH goal for the International Record for Electric vehicles in 2002.

### The Phoenix – World's Fastest diesel?

Carl Heap's big green 4x4-diesel truck ran 252mph at this year Bonneville Speedweek. In the process it beat it's own previous best of 232MPH, achieved at the World of Speed in 1997.

Not only does this make the Phoenix the fastest diesel truck, but unless anyone can tell me otherwise, it is possibly the fastest diesel powered vehicle.

### Motorcycle Madman

You talk to the layman in the street about speed record breaking and one thing they will say, no matter what their knowledge of the subject, is that anyone wanting to do it must be mad.

Well, I suppose to be a speed record breaker you must have something that other people don't, or maybe you haven't got something that other people do!

But stunt rider Dave Coates perhaps comes closest to claiming the "madman" crown thanks to his new speed record set at Elvington in early October.

Riding a Yamaha R1, Coates beat his own record of 134MPH, setting a new mark at 145MPH. Nothing exceptional about that you might think, except when you consider that Dave was facing backwards! Yep, you've got it; Dave was only looking at where he'd been, not where he was going – and all at 145MPH.

Added to that Dave received sponsorship from a tyre company called Konkorde. His machine was shod with their remold tyres and he chooses these rather than using an established brand, to prove quality. Anyway I hope he didn't ride his motorcycle home that way, if he did Mr. Plod could justifiably pull him over and say "Look where your going mate!".

### Ken Warby – Unnamed Hydroplane

Ken Warby and his world water speed record contender, visited the Clayton New York Raceboat Regatta 2000 in New York State back in August. The boat is painted the traditional Warby colour of white, but with the "Warby Motorsport. The World's Fastest Team" on the side. Ken was keen to talk and meet the public and explain his plans for attacking 400MPH in the new craft. Interestingly from the rear this boat looks exactly like Spirit of Australia, with a big central rudder operated by cables and pulleys.

Warby is still waiting for a big sponsor to come forward to finance the attempt. The sponsor will have the right to name the craft.

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# LAND SPEED NEWS



## Race Dates 2001

The 2001 Speed Week will be conducted from the 5th - 9th of March 2001.

Rain dates are 26th-30th of March if needed.

## New Members

Welcome to the DLRA

- Allen and Gail Phillips USA, Doug Ogdome USA

## Letters and Emails

Hello mates

Just want to wish you a super 2001. As your season starts a couple of months before ours we will be looking forward to see how you are all doing over there.

Right now the salt flats is under water and having more salt pumped on it to help with the recovery process.

The El Mirage Dry lake is also under water and really needs it. It had a lot of hard runs on the surface last season and the flooding will help cure it if we can keep everyone of it while wet.

I see our friend Doug Odom is packing to come over to your March meet. He and Gayle are real nice people and we hope they get a record.

I received a copy of the last DLRA land speed news. Enjoyed reading about the other side of the world. Hope I can come some year.

Glen Barrett

Chief Timer SCTA / BNI

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## DLRA State Meetings

We now have three members who will be helping to organise DLRA State meetings in other States of Australia.

Congratulations and thanks to;

|                 |   |
|-----------------|---|
| New South Wales | DLRA State Delegate<br>Kevin Saville Ph: 02 465 5950                          |
| South Australia | DLRA State Delegate<br>Peter Noy Ph: 08 8848 4261                             |
| Queensland      | DLRA State Delegate<br>Bob Ellis Ph: (AH) 07 3801 4050<br>Mobile 0418 733 191 |

Please call them and help organise your Dry Lakes Racers State meeting and become a part of the Fastest Motorsport in the World.

## Next Issue

The next issue (9) of the newsletter will be RACE edition in late February 2001. Closing date for advertisements, articles and buy, swap sell will be 14<sup>th</sup> February 2001. The issue after that (Winter / June 2001) will contain all the news and results from the 2001 Speed Trials.

## DLRA Website

The DLRA web pages continue to draw an audience from around the world. Most notable this time around is the number of membership and competitors enquiries. I now have the first of the members profiles pages up, thanks to John Pudney! It really isn't that hard as you can see for yourself in this issue, so "why don't you do yourself a favour" and send me a few photos and a couple of notes.

For those members who have access to the internet a website that you should visit is the **SPEED RECORD CLUB** at [www.soft.nwt.uk/speedrecordclub/](http://www.soft.nwt.uk/speedrecordclub/). It's packed with up to date information from not only the UK but around the world on all manner of speed related activities, ranging from cars to boats to planes and models. They also produce a quarterly newsletter called **FAST FACTS**, of which the DLRA recently became a subscriber. (This is where some of the International new items come from)

Want to see what's **HOT** on the World Wide Web or maybe you want your own **HOT** website. Call Greg at **HIGH PERFORMANCE WEBSITES** on 03 9587 3061 or email [gregwapping@hotmail.com](mailto:gregwapping@hotmail.com)





# LAND SPEED NEWS



## Jackets, T-shirts, etc.

DLRA T-shirts and Jackets are on sale at each meeting, but you can also mail order. Here's a great chance to pick up that T-shirt you were going to buy. Note there are only a couple of jackets left.

|  |  |   |
|--|--|---|
|    |   | DLRA Club T-shirts<br>\$20                          |
|    |   | What goes on inside a drivers helmet<br>\$20        |
|   |    | 2000 Speed Trials<br>\$15                           |
| Picture Soon   | Letterman style, Black Leather sleeves, Charcoal, Heavyweight, Wool, Melton Body, Club Logo embroidered on back and name on chest. | CLUB JACKETS<br>\$175.00 inc postage                |
|  | DLRA Logo<br>A3 (laminated)<br>A4 (laminated) 2000 Speed Week Event<br>A3 (laminated)<br>A4 (laminated)                            | POSTERS<br>\$25.00<br>\$15.00<br>\$25.00<br>\$15.00 |
|  | DLRA Logo - (clear or white background)<br>Large 150mm x 120mm<br>Medium 90mm x 75mm<br>Small 60mm x 50mm                          | Stickers<br>L\$5.00<br>M\$3.00<br>S \$2.00          |
|  | Southern Californian Timing Association, 191 pages   | SCTA Rulebook<br>\$10                               |
|  | Calculate speed by tyre diameter, diff ratio and R.P.M. formula, gearbox ratio formulas for manuals.                               | Speedwheel DLRA logo, 100mm Diameter.<br>\$10       |

Prices are in Australian Dollars, send your orders to – Wayne O'Grady 25 Armstrong Road Seaford VIC 3197.

NOTE: There are still a few people who haven't paid for goods bought at the auction on the salt and for club jackets

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## Have you changed address?

Every time we post out the newsletters, we get a few returned. If you've recently changed address or are about to please fill out the slip and post or fax to: -

Name : \_\_\_\_\_

Street : \_\_\_\_\_

Suburb : \_\_\_\_\_

Postcode : \_\_\_\_\_

State : \_\_\_\_\_

Country : \_\_\_\_\_

Phone No. : \_\_\_\_\_

Membership No. : \_\_\_\_\_