

# SPEED TIMES

ISSUE 17 - April 2003



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President	Rob Carroll
Secretary	Rod Hadfield
Treasurer	Rod Hadfield
Editor / Web Site	Greg Wapling
Chief Steward	John Broughan
Race Director	Kevin Saville / Rob Carroll
Starter	Cled Davies
Assistant Starters	Mathew Saunders, Geoffrey Marden, Chris Hanlon
Timer	Peter Noy
Assistant Timer	Roger Voit
Scrutineer	Phil Arnold
1st Assistant Scrutineer	Lennie Souter
2nd Assistant Scrutineer	Steve Charlton

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## **Presidents Report**

*Rob Carroll*

For those that did not make it to our race meeting this year, you missed a great event. Even with the meet being one day shorter than usual, we still had a lot of runs made (246, about 20 or 30 less than last year) and by Thursday midday all competitors were finished running for one reason or another. We had several engine failures and only one spinout with thankfully no damage to our new timing equipment or the car or the driver. Only one of the damaged engines created an oil spill on the Lake surface and a crew attended to this immediately with one of the new oil spill kits we purchased before the meeting. This kit seemed to work quite well, but the oil does get into the salt quite quickly. We can only hope that Bob Ellis takes the advice of the Moe Boys with his ventilated Chevy engine.

Quite a few records were set on the Thursday morning with conditions apparently excellent for fast runs. Because of this we now have our second female member with a 200MPH time slip. Congratulations go to Debbie Dawson for being our first Aussie 200MPH lady. (Gail Philips being our other 200MPH member). Debbie posted a 204MPH pass in the Studebaker. Husband John also ran a 202MPH to make them the first husband and wife team to both run 200MPH in the same car. The Moe Boys at 190MPH, Nick Brown at 184, Mark Hadfield and Wally James Mustang at 178 and then Daryl Hunt and team with a 253 Cu In Commodore at 155 are all excellent runs and show that a lot of work is being done between meets.

Our camp is now in its new location thanks to a terrific effort by the Yarragon Boys and the owner of the Kenworth tilt tray (whose name unfortunately escapes me) while everybody else was enjoying the racing. Consequently there were not many items left to move after the conclusion of racing.

A basic map of the new camp appears elsewhere in this newsletter. When the backhoe arrived on Thursday, it was put to work installing the septic tank and outfall drainage. Len's loader was also used to bring creek gravel and rocks to fill over the drainage area. By about lunchtime on the Friday all backfilling was completed and the positioning of containers, water tanks, generator and cool room were also done. Many thanks to all those that lent a hand to move the camp.

The major things still to be done are the modifications and transport to Mt. Ive of the Ablution blocks we purchased from Roxby Downs, and then the trenches for power cables and water supply. We have a plumber at Whyalla working on fitting the showers into the ablution blocks and when they are ready we will most likely have a working bee in the spring to complete these works, so that they are ready to be used in the March.

Len Newton has been extremely helpful by loaning us his equipment and helping in any other way he could. Len and Joy also had excellent meals from their canteen, so if you are going next year you may like to consider their meals. Many thanks to Len and Joy for their efforts.

While on the thank you's I must mention the CFS Fire and Rescue crews, the Chief Timer and his able assistant, the Chief Steward and the Tech. Inspectors, First Aid, Starters and anyone else who helped run the meet and all those members who gave up their time to move the camp and set it all into place again. Also thanks to anyone who donated diesel fuel for the meeting.

The committee has decided to purchase a van for the timer to use on the lake. If anyone knows of a van or similar that may be what we need please let us know. A diesel engine unit would be best due to having diesel fuel there for the Dodge truck and the generator. Doesn't have to be flash, just run and have some brakes.

A big thank you must go to Wes Hutchins from the SCTA. It has been brought to my attention that he has supplied (through Gail Phillips) a large amount of merchandise items we have had donated for our auctions recently. Once again Wes thanks very much and my apologies for not recognising your efforts before this.

### **Timing Plaques**

Chris Weir has again reminded me about the timing plaques. These plaques are aluminium 75mm x 50mm with the DLRA belly tank logo and boxes to stamp your name, the date, class and recorded speed. So if you have made a pass on the lake, send your \$15.00 and all the relevant information to;

Chris Weir  
Allambee Road  
Darnum VIC 3822

## **Annual General Meeting**

*Meeting held at Lake Gairdner 12th MARCH, 2003.*

The meeting opened at 8.15. p.m. with Rob Carroll in the chair and approx. 56 persons present.

### **APOLOGIES:**

Tony Berthun, Delvine Manning and Alan Murchison. (There was no vote on the acceptance of apologies.)

The minutes of the previous AGM were read by the Secretary. Moved by Steven Stamp, 2<sup>nd</sup> John Broughan, "That the minutes of the previous meeting as read be accepted." Carried.

### **BUSINESS ARISING.**

There was no business arising out of the minutes, other than a question relating to the new camp-site and this was deferred by the Chairman as the new camp-site is already an agenda item.

### **TREASURERS REPORT:**

The Treasurer's report was read to the meeting by John Broughan and showed a credit balance of \$12,699,11. Moved by the Treasurer, 2<sup>nd</sup> by Andy Jenkins "That the Treasurer's report as read be accepted." Carried.

The Treasurer explained to the meeting that the reason for chartering an aircraft was to meet the new owners of the station and the Park Ranger, to establish a working relationship with them. He also added that this meeting had been most successful, as evidenced by the degree of co-operation already received from the new owners to date.

Andy Jenkins, who as Camp Administrator had accompanied the Treasurer and President on the flight, detailed some of the administrative and property details that had been successfully and advantageously completed.

### **STEWARD'S REPORT:**

John Broughan detailed to the members that the Ranger is pleased with our treatment of the lake so far and asked members to maintain the high standard of care exhibited to date; pointing out that any adverse effect on the Lake would result in a swift and probably very negative reaction from the Department. John expressed concern that some motor-cycle riders were riding without helmets and that some vehicles were parked without tarps beneath them. Speeding in the pit area was also a matter of some concern.

Members were reminded to report lost or sighted bits and pieces on the track as a matter of some urgency. This led to the question "whether the

track was being inspected each morning and again at midday"? The meeting was advised that inspections were mornings only but that the practice of inspecting the track each morning and again at midday would be adopted forthwith. Inspections by a driver only are considered unsatisfactory and all future inspections are to be conducted by a driver and an observer.

It is noted that some late entrants seemed to be under-informed of the requirements for attendance in the pit area and suggested that all late entrants be fully briefed of Club requirements on arrival.

Members were also reminded that every member has the right and the responsibility to advise and correct others who are in breach of rules or usual practice and to encourage appropriate behaviour.

### **GENERAL BUSINESS:**

The Chairman explained that the existing campsite will be upgraded and used to cater for tourists in the future. The Club has been offered an alternative site, about 4 kilometers away, which includes the use of an unused shearing shed and shearers quarters. As the new site is accessed by a private road, security will be enhanced. Drinking water will be available from two tanks to be installed to fill from the shearing shed roof. Rod Hadfield answered some questions about site rental and discussion followed on plans and the siting in the new location of the containers. Siting is to be at the discretion of the bed-owners. Andy Jenkins reminded members that they must remove all their property, including rubbish, and leave the site clean and tidy. The meeting thanked John Dawson and Norm Bradshaw for their invaluable work with Norm's truck in transferring the large buildings and heavy equipment to the new site. It was moved by the Secretary and seconded by Robert Murdoch "That Andy Jenkins be appointed in control as sole boss of the camp move". Carried.

Stephen Charlton is to supervise the clearing and cleaning of the track and to be responsible for the shut-down maintenance of Club vehicles and equipment.

The Chairman, on behalf of the members present, thanked the C.F.S. members for their contribution to a very successful event. Thanks were also extended to John Dent and Billy Linton for services rendered.

The Secretary, having finally found the appropriate pieces of paper meant that the Agenda item of Correspondence could now be dealt with!

### **CORRESPONDENCE:**

#### **Inward:**

- A letter dated 15.8.02 from Todd Alexander, a firm of Surveyors, in which they introduced themselves and offered their services was received.

#### **Outward:**

- A letter and cheque dated 25.8.02 was sent to Sherrin Hire as compensation for a tyre and wheel they lost whilst assisting the club.
- A letter dated 26.8.02 was sent to Kennards Hire Company seeking information about Industrial leaf blowers. To date no reply has been received.
- A letter dated 28.8.02 was sent to "Fuel Link" asking that consideration be given to a donation of a quantity of Diesel Fuel to the club.

In a momentary lapse of concentration the Chairman failed to seek a nominator and seconder for the item of Correspondence. However, no-one seemed to mind and the meeting proceeded with no more than the usual mayhem. Somewhere in here Stephen Charlton managed to both move and second his own motion, "That members thank Rob Carroll and Rod Hadfield for the contributions to the Club over the past year." That he got away with this is put down to sheer "animal-magnetism", for the motion was carried unanimously.

It was moved by John Broughan and 2<sup>nd</sup> by Gary Baker "That the new Club T-Shirts and Posters include:

1. A Vintage Car
2. A modern Car
3. A Motor cycle

Speaking in favor of his motion John explained that inclusion of these three vehicles would display some of the range and versatility of the Club's interests to the general public and therefore help to enlist future members. There were no speakers against the motion and when put to the vote it was carried unanimously. The Meeting decided that the three vehicles would be:

1. The Moe Boys Falcon XA/XB
2. Leigh Russell's Suzuki
3. John Pudneys motorcycle

It was moved by Bill Herrimans and 2<sup>nd</sup> by Robert Murdoch "That all future Annual General Meetings be held during the day, possibly at lunchtime, instead of in the evening". When voted on, a show of hands revealed that less than ten per cent of the meeting was in favor of the motion and the motion failed accordingly.

The Chairman then advised the meeting of the next A.G.M. would be published in the next issue of the Newsletter. He then declared all Committee positions vacant and invited Tony Wadsworth, an independent visitor, to preside over the election of office bearers.

It was moved by Andy Jenkins and seconded by John Lynch "That the retiring President, Secretary/Treasurer, Timer and Chief Steward be re-elected". As there were no other nominations for these positions the above were re-elected. The visiting Chairman then handed over the meeting to the newly-elected President to conduct the election of the remainder of the Committee, the outcome of which was as follows:

President:	Rob Carroll
Vice President:	Stephen Charlton
Secretary/Treasurer:	Rod Hadfield
Editor/Website:	Greg Wapling
Timer:	Peter Noy
Chief Steward:	John Broughan
Starter:	Cled Davies
Race Director:	Kevin Saville / Rob Carroll (Moved R. Hadfield, 2nd Russell Mack)
Assistant Starters:	Mathew Saunders, Geoffrey Marden, Chris Hanlon

It was moved by Rod Hadfield and 2<sup>nd</sup> by Robert Murdoch "That the President's duties shall in future also include the duties of Race Director". Carried.

Andy Jenkins was then elected as Camp Director on a successful motion by John Dawson, with Peter Noy as his seconder.

Meeting Closed At 10.30 p.m.

## ***Rod's Ramblings: It's all good fun***

***Rod Hadfield***

Our fun started last November when only a few miles out of Hamilton after having our Chev on display at the "Show Us Your Toys" event, the temperature gauge started climbing in our truck, after repeated attempts to keep water in the radiator and getting it back to the last town the whole rig had to be loaded onto a large low-loader. We arrived home at 3 in the morning.

A decision was made to repower the truck with a 7.5 litre UD Turbo and six speed, the transplant was completed just in time to go to the Summernats in Canberra which revealed the diff ratio to be way too low and the noise from the engine fan unbearable. A high speed Hino diff was bought, reconditioned and fitted along with a serious attempt to find a smaller and less noisy clutch fan, but nothing would work, so an electric one was fitted, BIG MISTAKE, we leave for South Adelaide early in convoy with Mark Hadfield and new member John Burley from Castlemaine with his Datsun station wagon in tow.

Watching the temperature gauge closely for the first hour we noticed it going up slowly while the fan was working hard until it was obvious something was wrong. We stopped and inspected, tests showed that the thermostat was playing up, red hot and under the floor we removed it and sure enough it was stuck, finding a water tap at a farmhouse which was only 18 inches from the reach of the biggest Rottweiler one has ever seen and who was very keen to eat me, we set off again, much cooler running but the fan was running constantly, finally throwing in the towel. Frantic phone calls to East Keilor Wreckers (Saturday morning), a fan was arranged, phone calls to Norm at Aussie Desert Coolers who I knew was not leaving until Sunday (thanks to Vicki for kindly picking up the fan from EKW). We again stopped, an air scoop is folded up from a sheet of alloy I had in the trailer which by this time had been given over to the back of Mark's truck to try and ease the burden on our cooling system. With the scoop zip tied under the front of the truck, no fan and the grill on the front removed to let more air through, it was try again! The temperature was holding a respectable level and we were not pushing too hard, all looked good, WRONG, miles out of Tailem Bend a massive noise unlike anything I had ever heard, I quickly looked in the mirror just to catch a glimpse of something bouncing across the road and out of

sight, massive vibrations and much thumping and noise from something rotating we rolled to a stop, where upon inspection the back tail shaft is still bolted into the diff but not to the chassis bearing which was still in place, in the meantime John comes running up carrying the slip joint which luckily he saw coming out and land in the grass on the side of the road.

Upon inspection the so called professionally made shaft had screwed the weld off, but almost beyond belief the shaft is still there although dented and scratched from smashing into the road many times, hitting the rails, floor and everything else under there, even a dent in the diff housing where the slip yoke had flown out and hit it before making its exit into the undergrowth, things looked pretty complete. After jacking the truck up and unbolting the tail shaft we backed the repair trailer into position, got the generator fired up and with safety glasses and people keeping a watchful eye on the sparks, the weld yoke was de-burred of the shit weld (Hardy Spicer supplied this when the truck was built), it was then prepared and tapped into the shaft aligning from obvious reference points, it was then fitted back into the truck with me rotating the wheel and Lionel on the road with a hammer and a screwdriver as a pointer the shaft was tapped around until running as true as possible with the speed I could turn the wheel, weld tacks were placed in strategic points before the shaft was removed, a weld prep carried out and with me turning the shaft and Lionel welding, the completed weld was chipped and cleaned with a wire brush, then with fingers crossed the shaft was refitted with much videoing being done, photo's taken and smart ass comments all bits were repacked into the service trailer, which if we didn't have with us, we would still be there.

Surely, nothing else could go wrong, as we headed for the Adelaide Hills, but WRONG, taking it very easy and with smoke pouring from the brakes which were about non existent, when we got to the traffic lights at the bottom of the hills, the clutch is not feeling right and gear selection is very hard, trying to judge the lights so no stops would have to be made, we made it through Adelaide and headed for Port Augusta, along the way we had been discussing an unknown vibration which was evident in the truck when starting off or pulling hard in low gears. Arriving many hours after the expected time we got settled in at the Caravan Park and headed for a Service Station to get something to eat, while

there we saw Leigh Russell come in looking around as though totally lost, not even seeing us, then Debra Dawson and her sons arrived, so it was good to see some familiar faces. Back to the Park and Lionel says he is heading for a well earned shower and I said I would be right behind him, after getting my gear sorted out I headed for the showers, I can't find Lionel and with no-one in sight I started to have a good scrub when suddenly the lights went out and it was pitch black, so I finished the shave I was half way through, dried myself, finding all I could remember I had and trying to remember where the door was, I found our cabin and Lionel was already back there so we got some sleep before deciding what to do with our clutch and vibration troubles.

Getting up Sunday morning and deciding I had better check that I hadn't left anything in the shower I discovered why I couldn't find Lionel the night before, I was in the Women's shower room!!! One can only imagine if the power hadn't gone off, I could have been in real trouble and nothing in the trailer would have fixed that!!! The power was back on the next morning so we started to check the truck, it was decided that our vibration were a result of the front tail shaft being at too much angle so we removed the chassis mounting bracket, moving it across, redrilling the crossmember and welding some lock tags for support. Thank heavens for that trailer and its contents, while this was taking place I was checking the clutch adjustment at the box and found nothing wrong there, sometimes the obvious is overlooked, Lionel thought to look at the pedal and there it was discovered the clevis pin had come out of the master cylinder push rod, thus not giving full throw, another problem fixed.

Setting out for Iron Knob, good clutch, no vibration, all feels good, our troubles must be finished now, WRONG, a very loud bang, we all looked at each other, checked mirrors, gauges, brakes etc., everything appeared o.k., we pulled into Iron Knob, filled all our tanks with fuel and the 44 for the generator, covered our trailer, filled water tanks etc. and headed for the gravel section, 22 grids, we were down to four when another loud and unexplained noise happened, but this time upon slowing to a stop a loud knocking noise was coming from the gearbox, now that's something that's not in the trailer, after checking it was found we had very few synchros, a few gears missing and a noise that surely can't keep going. Oh well, lets try, so

we carefully got it rolling and without straining it too much we headed for the lake, listening to the noise I can't see how it could possibly keep going, but it did and several hours later we idled into the cleaning down area, got out the garden blower we bought with us owing to the non appearance of the expected units, but that is another story. These blowers do a top job and I suggest that one of these be a part of every teams equipment as 90% of the dust can be blown off even inside the car, the truck and trailer were almost spotless. You only had to see the mess made in the pits by those who didn't use it to see how effective it was and if it wasn't for the pit area being dragged after the event we may not have got our bond back, so don't forget to buy a leaf blower, you will not regret it.

Norm Hardinge (Big knob Racing) had the clutch fan on board so we were able to fit it after suitable bolts were found, the air scoop removed and the grill replaced, one less problem.

We decided to slide the tray back on the truck and remove the top of the gearbox, after draining the oil we found plenty of metal and other material that wasn't meant to be at the bottom from the many broken parts, at the top many broken parts, loose pins that looked as though they could fall out and make things worse, so with the aid of the oxy cutter, a magnet and pliers, everything broken or loose was cut and removed, the box was flushed with diesel and refilled with oil, we figured we had a chance if we didn't strain the box too much, so thanks to John Dawson, who pulled with his truck we idled up the first section as you leave the lake to the flat, and with very sweaty palms, the rest should have been easy, even though the six speed was down to four workable gears. WRONG, to avoid the Adelaide Hills we figured to go home to Castlemaine inland along the river to Mildura and Bendigo, so nursing it all the way, we didn't have any trouble until cruising nicely along a country road there was a terrible noise, again, unlike anything I had ever heard, all the dash lights come on, but the motor was still running, what else could go wrong, the new and very efficient fan had sucked the wiring loom across the motor into itself tearing it up completely. We set to work and taped up the wires that were alive tying the others out of the way and with all the dash lights still on, we again departed for home. Still nursing and travelling slowly, no more trouble was expected, WRONG, running out of fuel requires re-bleeding the motor, then an inquisitive Policeman pulled us up, you wouldn't be dead for quids.



I know every team has a story to tell, what about putting it on paper, Bob Bowman I am referring to you along with John Dawson, the Lynch mob, Darryl Hunt and Con Soldatos. How about it for the next newsletter.

P.S. we have fitted a new gearbox, rewired the engine bay, fitted larger fuel tanks and new brakes, it has had a trip to Brisbane and back and it is going well!!!!

## **Stewards Report**

*John Broughan*

The turn up for this years meeting was smaller than we have been used to in the last 3 or 4 years. It was a bit disappointing with the extra work that was to be done with the new camp, which I think will benefit everyone, and will be a milestone in the clubs progress like the purchase of the original camp was. In years to come, I predict that we will wonder how we got along at the old camp, similar to the way we look back to the pre dawn starts at the station to try and get the good air in the morning.

Those that did come had an enjoyable meeting, I know that I did, even though we had a lot of engine trouble, as usual. The track performed well, and I think that the track setup and operation is performed efficiently and smoothly. We didn't get to start until Monday lunchtime, but this a feature of the amount of effort it takes to mark and wire the track, and the number of people who make themselves available to do it.

I would like to thank Peter Noy for his efforts with the timing equipment, Gary Baker, Ray Charlton, Pete Clara and Rob Carroll for their efforts in the scrutineering tent. Team Bowman and team Saville for their help in setting up or pulling down the track equipment. I believe that team Saville is intent on competing next year after a few years off, and I wish them well. This will mean that we will be looking for some others to fill in where they have been helping. Thanks also go to Cled Davies who worked tirelessly on the start line, with his blackboard, to make things a bit more orderly.

Once again the meeting was hard on engines. John Lynch was unable to approach his speed of 297 Mph from last year. A head gasket let go causing a small fire, then when this was fixed, a spark plug was melted. At this point, I think they decided that discretion was the better part of valour, and called it a meeting. The repairs to the motor last year was extensive, with 8 pistons and rods, welded crank

and welded block. No doubt John's pockets were much the lighter for it. Bob Ellis in his chopped Falcon coupe dropped a rod, which increased the ventilation of his crankcase. Nick Brown, who along with a few others would like to be the first production vehicle to 200 Mph, lost oil pressure on his big block 308, now 383 CI, and spun a bearing. 184 Mph was a creditable effort for the car's first meeting. Mark Dunn and Greg Hamilton had the Holden station wagon back again this year. Unfortunately, while chasing a water leak, they discovered a crack in the block through a welch plug hole. This put them on the trailer as well. We had a new car from Perth this year, which was built as a drag car, running a creditable 175 mph, before it too had engine troubles. We blew an engine two days before we were to leave, which left us poorly prepared in the engine department. I bought a \$550 long motor from the wreckers and bolted it in, but I missed a few things in the rush. We eventually fixed the engines inability to rev, but it took pistons tapping valves for us to work out that the timing belt pulleys were loose on the cams. Once this was fixed we could get revs, but no boost. This was because it was a turbo that had let go, which put turbine pieces into the motor, and caused it to expire. We ran 145Mph without the turbo, better than last year, but slower than hoped. But as we say, there's always next year.

Enough of the problems, let's look at the positives. Leigh Russell from Queensland ran his little 3 cyl Suzuki again, running 129 Mph with a turbo engine. Leigh would have to be one of our keenest members. He drives the car from Qld with all his stuff, including the race motor, bolted in where the passenger seat should be. A good thing to, as he killed a perfectly good motor on a run. His first from memory. A new car for this year, an FJ Holden, ran 107 Mph with the old sideplate Grey motor. Any one who can run one of these engines, which have a fairly crude oiling system, and are not known for their high revving, deserves to feel very proud. They didn't lose their motor, and neither did the Moe boys. They ran their XA coupe again, which ran strong and straight. Over 190 Mph in a barge like this is strong indeed. The mind boggles at what it could do in a lakester or streamliner. Ron Whowell from Brisbane ran 192.25 on a Kawasaki, raising the bar for bikes yet again. He is keen to run 200MPH next year (aren't we all). The Suzuki boys will have to come back and try a bit harder next year. Maybe next year will be the one when we get our first member in the 200 MPH club in a production class. Rod Hadfield ran his Commodore

to 259 Mph, without the mechanical and window problems that threw a spanner in his works last year, although he did take the scenic route on one of his runs.

Ok, now down to the official stuff. Next year the scrutineers will be paying more attention to firewalls. Cars must have a gas and watertight seal. This requirement is there for a very good reason, and if a car is brought to scrutineering with a firewall that is not properly sealed, it will be sent back to the pits for another try. There will be a rule book update with the next newsletter. The changes are minimal, and will not cause any grief with entrants. One change from this meeting will be that if a vehicle leaves the marked track area on a run, the driver will be obliged to immediately shut down, and abort the run. Any car that leaves the track will also be considered to be exhibiting poor handling. The clause about no laid back windscreens on top chops has been removed to provide alignment with the SCTA rule book.

As usual, we had a bit of a wind up party at the Big 4 caravan park in Port Augusta on the way back. An extremely pleasant wind down for those that choose to hang around after the meeting closes, and help pack up. I would like to thank Club Animal for throwing a few beers on. Unusual for Club Animal to have any left over.

Must be getting quieter with the years.

## Notices

In April we lost two of our members. Paul Dass was a long time member and well-known by all of the Eastern States members. He had not been well for a long time and will be sadly missed. Reece Douglass was taken on his way back to work in a car accident. A long time participant of the Lake, with his Dad Neville, Reece was a tireless worker and he was always available to lend a hand. He had a keen interest in racing and also in collecting large stationary engines. He was 21 years old. Condolences go from the Club to the families of Paul and Reece.

## Camp Shift

*Andy Jenkins, Camp Commandant*

A big thank you to all who contributed to shifting the camp, from the guys who shifted the containers, the digging of the septic tanks, the cleaning of the old site and the new site, moving water tanks, shifting the generator, installing the new tanks, positioning and levelling the containers, digging the

tip hole and cleaning out all the rubbish and the use of the landowners equipment. Thank you all

## Working Bee

*Andy Jenkins, Camp Commandant*

We are planning a working bee starting on the 6 October until the work is done. We will be installing 2 toilet and shower blocks, connecting all the containers with power and moving the generator. If you would like a holiday in the desert for a couple of days, come along and volunteer your time to the club. Once again I am very grateful to everyone who lent a hand at the lake in the big move. It was a great effort.



## 2003 Speed Trials Results

Peter Noy

61 entrants, 246 runs.

Name	Vehicle	Class	Best Speed	Record
John Lynch	Belly Tank	A/BFL	155.790	
John Broughan	Lakester	F/BGL	145.155	
Paul Broughan	Lakester	F/BGL	142.919	
Aulis Soderblom	29 Ford Roadster	C/GMR	158.116	
Steven Stamp	29 Ford Roadster	C/GMR	156.924	
Bob Bowman	27 Ford Roadster	D/GMR	148.093	
Terry Maloney	27 Ford Roadster	D/GMR	133.323	
Ray Cooke	27 Ford Roadster	D/GMR	124.740	
Norm Hardinge	34 Ford Roadster	B/GR	181.772	
Wayne Belot	34 Ford Roadster	B/GR	190.003	
Geoff Seddon	34 Ford Roadster	B/GR	117.386	
Leigh Russell	84 Suzki Hatch	J/BCC	129.682	
Bob Ellis	XP Falcon Coupe	C/GCC	183.729	
Greg Hamilton	HJ Holden Station Wagon	C/GC	160.529	
Rod Hadfield	VS Commodore	AA/FALT	259.067	
Lionel West	VS Commodore	AA/FALT	250.748	
Debra Dawson	Studebaker	A/GALT	204.406	
John Dawson	Studebaker	A/GALT	202.082	
Jason VanDyk		A/GALT	130.434	
Derrick Borgas	XD Falcon	A/GALT	167.224	
Graeme Turner	XD Falcon	A/GALT	175.097	
Norm Bradshaw	68 Mustang	A/PRO	187.334	
John Dent	68 Mustang	A/PRO	187.696	
Brian Nicholson	XA Falcon Coupe	C/PRO	189.453	
Brendan O'Reilly	XA Falcon Coupe	C/PRO	190.184	
Bruce Fisher	XA Falcon Coupe	C/PRO	175.489	
Greg White	XA Falcon Coupe	C/PRO	183.936	
Mark Bryan	XW Falcon	C/PRO	165.947	
Nicholas Bown	86 Commodore	C/PRO	184.880	
Mark Hadfield	67 Mustang	D/PRO	178.032	
Wally James	67 Mustang	D/PRO	173.251	
Luke Hadfield	67 Mustang	D/PRO	175.712	
Con Soldatos	VH Commodore	E/PRO	154.958	
Adrian Hunt	VH Commodore	E/PRO	155.783	
Darryl Hunt	VH Commodore	E/PRO	155.844	
Graham Cain	LJ Torana	E/PRO	143.067	
Norm Golgerth	LJ Torana	E/PRO	143.856	

Leo Monaghan	LJ Torana	E/PRO	141.353	
Colin Moore	LJ Torana	E/PRO	141.376	
Don Noble	86 Nissan Skyline	F/PRO	140.274	
John Borley	85 Nissan Bluebird	G/PRO	116.421	
Andrew McCleery	85 Nissan Bluebird	G/PRO	117.527	
Leigh Russell	84 Suzki Hatch	J/PRO	101.715	
Dennis Boundy	FJ Holden	XO/PRO	107.120	
Stephen Vorwerk	FJ Holden	XO/PRO	103.288	
Nathan Bradshaw	AU Falcon XR8	STREET	132.139	
Danny Porobic	AU Falcon XR8	STREET	129.813	
Michael Hite	87 Harley Sportster	A/PG 1350	136.549	
Lucky Keiser	MANX	M/VF 500	102.494	
Chris Fraser	72 Yamaha	M/VG 650	100.741	
Trevor Clarke	72 Yamaha	M/VG 650	94.221	
Bob Prior	72 Suzuki	M/G 750	133.412	
John Pudney	81 Kawasaki	MPS/G 1000	164.891	
Peter Muhm	80 Honda	M/G 1000	138.370	
Mal Hewett	50 Vincent Rapide	M/VG 1350	128.560	
Ron Whowell	02 Kawasaki	MPS/G 1350	192.250	
Stephen Reimann	81 Suzuki Katana	MPS/G 1650	175.750	
Stephen Reimann	81 Suzuki Katana	MPS/F 1650	168.350	
Robert Traum	85 Harley Softail	M/PG 2000	129.449	
Scott Webster	Suzuki GSXR	P/P 1000	181.241	
Laszio Molnar	85 Harley Softail	P/PP 1350	114.576	

## For Sale

### 1927 T Roadster



Has run in XF/(B)GMR and XF/(B)FMR Classes. Current record holder in all 4 classes. Proven performer, meets all safety requirements. Ideal for team just starting out. With or without just engine or running gear.

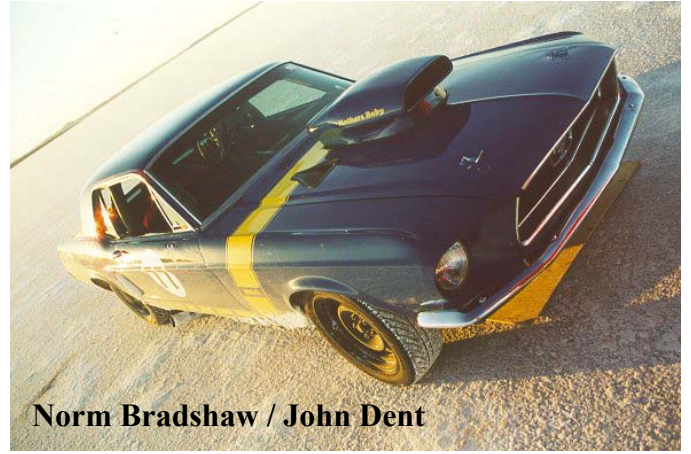
Price on Application

Contact Mike Davidson Ph: 08 8362 1255 Email [mrd@bold.net.au](mailto:mrd@bold.net.au)

## 2003 Speed Trials Photos

Thanks to Andrew Parish

Steven Stamp / Aulis Soderblom

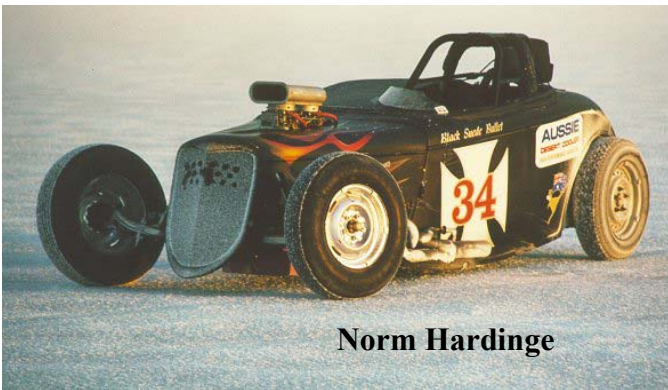


Norm Bradshaw / John Dent

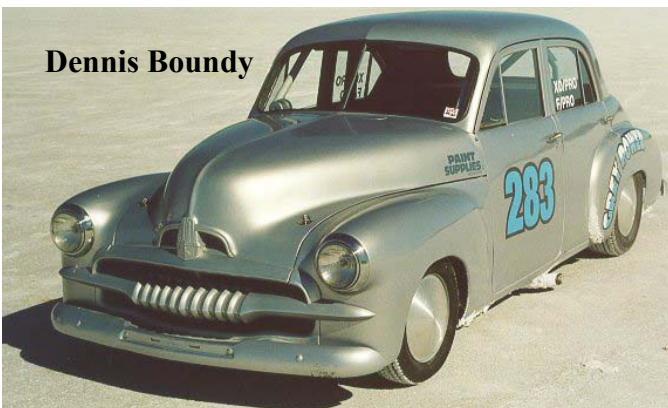
Mal Hewitt



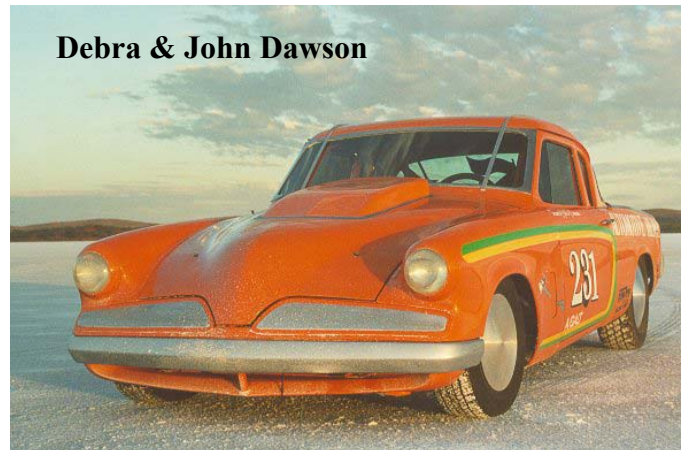
Norm Hardinge

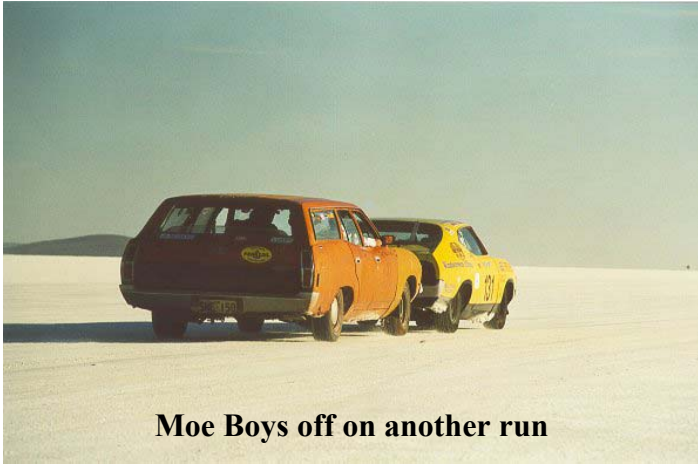


Dennis Boundy

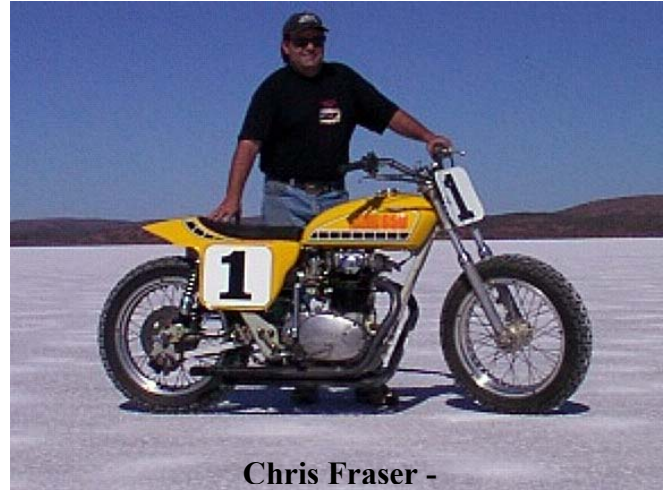


Debra & John Dawson

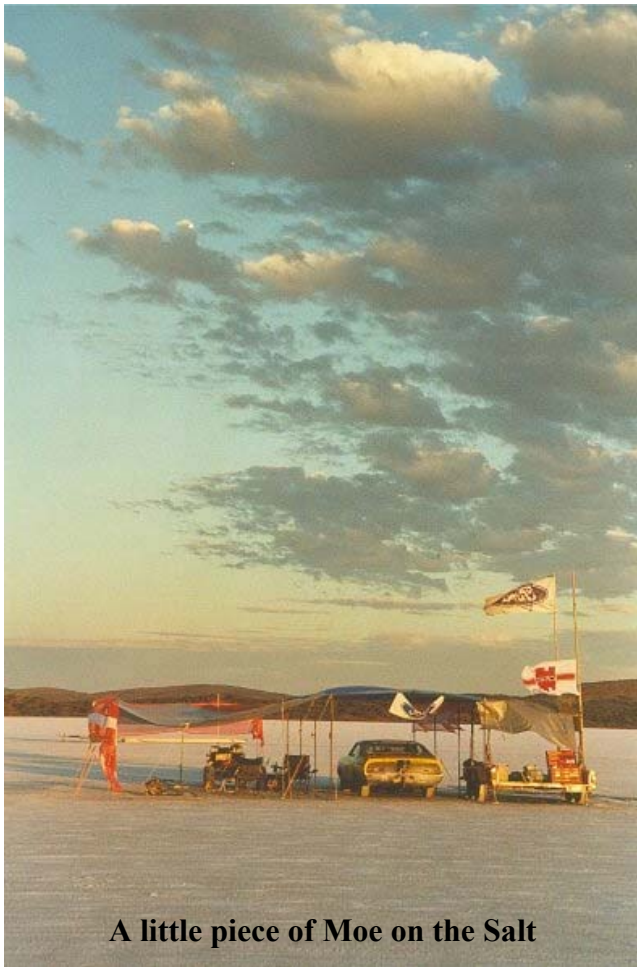




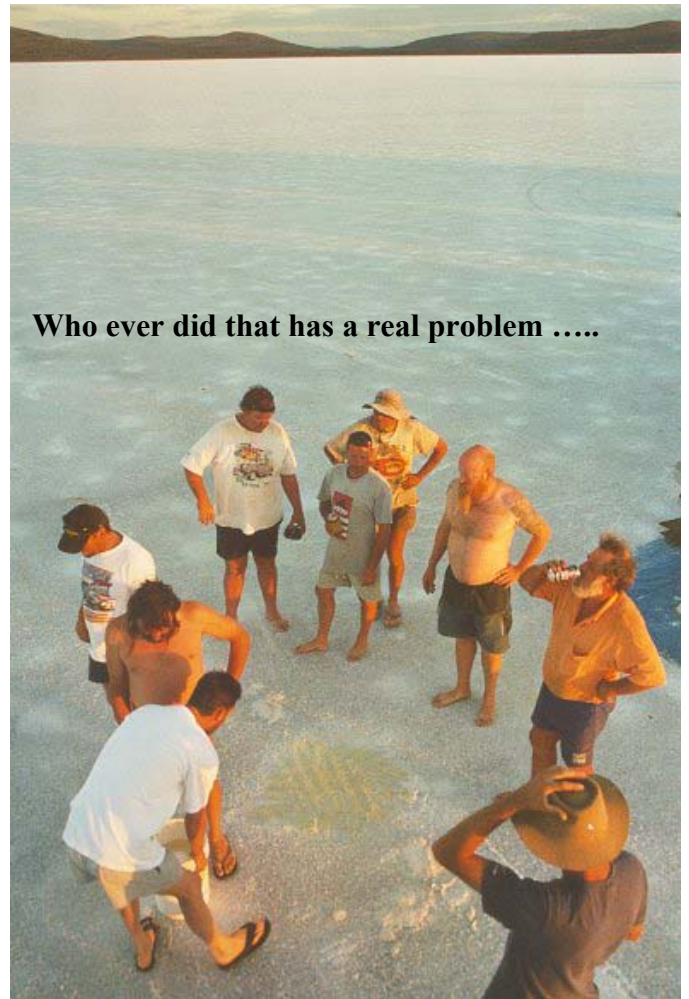
**Moe Boys off on another run**



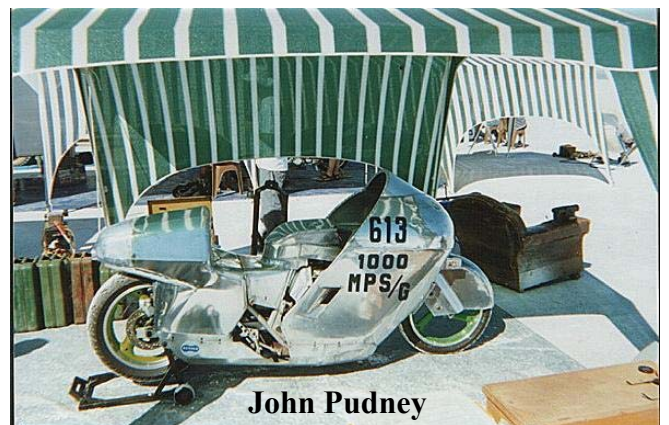
**Chris Fraser -**



**A little piece of Moe on the Salt**



**Who ever did that has a real problem .....**



**John Pudney**

## Rooms to Go – The New Campsite

John Broughan

This years meeting was shortened by a day, to allow the move of our camp from near the lakes edge, to a shearing shed location about 10 Km around the lake. The new owners of Mt Ive station decided that they would prefer it if our permanent temporary camp was further away from the public gaze. From a security point of view, this should suit us better, as we have been the victim of theft in the past. A visit from our committee late last year to introduce ourselves, and have a chat about these things led the station to make the offer of an unused shearing shed and shearers accommodation. After a visit to the site, this was accepted, and I think will turn out to be positive in everyone's view. The new owners of the station have been very supportive, and have provided a canteen service for us as the previous owners did in the past. One difference this year is that they have brought hot food, drinks and ice creams down to the pits. I can tell you that it is very hard to refuse a steak sandwich and a cold drink for \$8.50, when it is offered to you in the pits. They have also offered an evening menu with a very reasonable price, and excellent departure from the usual BBQ type fare.

3 of our members who did not have their car ready in time, offered to start the move of the equipment, with one of our members from Queensland who had brought a rather large Kenworth tilt tray. By Wednesday, a substantial part of the camp had been moved. Thursday saw the last of the accommodation and storage containers gone, leaving only the cool room, generator and our new water tank. The last items were carried across by another tilt tray, also from Queensland.

The new camp site has a bore about a hundred yards away, which will supply the water we use for toilets and washing vehicles off the lake. The station owner has offered to provide a track direct to the lakes edge, but we will have to find some way of traversing the soft edge between the hard salt and the solid ground. The move of the camp has progressed fairly smoothly, and I would like to thank Wayne, Russell and Les from team Wazzavoodoo for taking the initiative, and John Dent and his truck for having most of the camp moved by Thursday lunchtime. The remainder of the camp was moved on John Dawson's truck. A large community effort was put in backfilling the septic system, as well as clearing some of the stuff that we acquired with the original camp, but are never likely to use. There is still significant effort required to run plumbing and electrical lines, and

also to apply a bit of renovators magic to the shearers quarters. The club is looking for steel bedframes and bunk ends for the new accommodation.

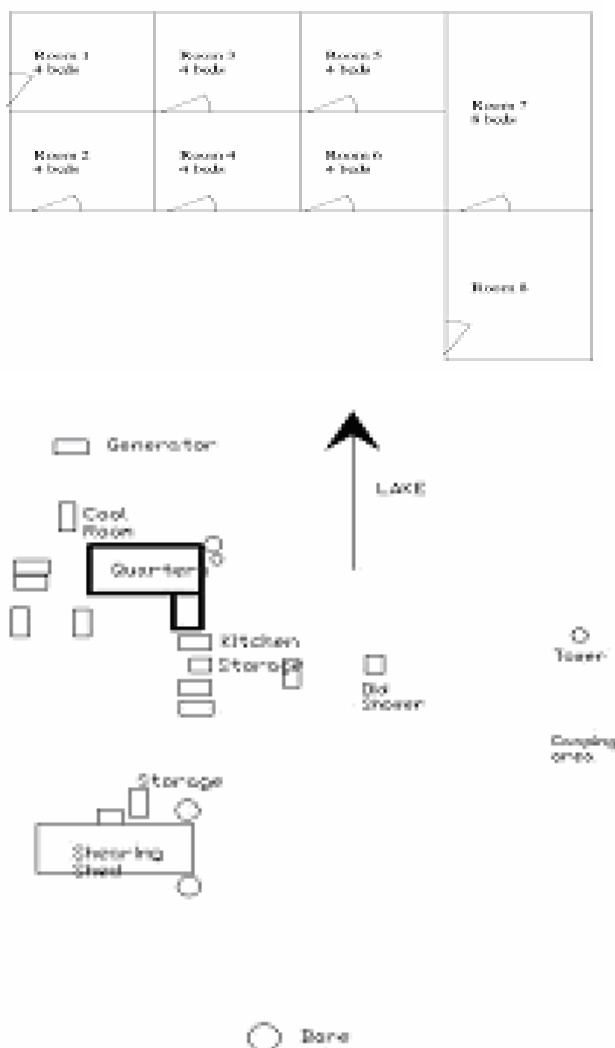
The new camp site has 8 rooms which the club is offering to members on the same terms as the containers were offered, \$500 per bed space, first preference is for room lots, first in best dressed.

For those of you on the internet, there are some pictures on the club website, [www.dlra.org.au](http://www.dlra.org.au), showing the palatial accommodation on offer.

All those interested make your cheques out to the DLRA, and send them with your details and your preferences to:

John Broughan

12 Holmby Rd Cheltenham Vic 3192



For those of you who have not had a chance to see the new camp, above is a rough layout. The unmarked rectangles are the accommodation containers from the old camp. The toilet and shower block has not arrived yet, and we are considering a working bee towards the end of spring to locate and connect them. There is also plenty to do with wiring, plumbing and plastering still required.

## Race Fuel

If you are a DLRA member, read this! If you are a DLRA racer that uses leaded fuel, READ IT AGAIN!!!

The DLRA has to be registered with environment Australia. As of the 1<sup>st</sup> April 2003 we as individuals or as an organisation cannot buy leaded race fuel, including Av Gas, without a "Leaded Fuel Passbook". As a first step in becoming registered we now have the application paperwork.

Through my friend at VP Fuels, John I was able to contact the correct Department within Environment Australia and have been dealing with Susan Levett an officer in that Department. See copy of her initial reply included with this newsletter.

This is an extremely important issue for the DLRA. We cannot race with leaded race fuel without EA approval. To help make our case easier, could all racers please fax or phone the type of fuel they use, Leaded, Unleaded, Methanol etc to me or Rod Hadfield. The more information that EA has the better for all of us.

Bob Ellis

## Meetings

### Victorian Division

A meeting will be held on 15<sup>th</sup> June 2003 at Aussie Desert Cooler premises at 350 Murray Road Preston. Starting at 11:00am sharp.

### Queensland Division

Get together on the 25<sup>th</sup> May 2003 starting at 2:00pm. Go to 818 Kingston Road Loganlea. Bring your photos, videos etc, a chair if you can and some sausages etc, for an afternoon BBQ

Phone Ern 0427 964 293 or Bob 0418 733 191

ALL WELCOME

## In the Press

As well as getting our usual write-ups in Australian Street Rodding and Cruizin Magazine (thanks very much to Larry and Gavin). We'd like to send a big thank you to Bruce Erickson for organising the article in New Zealand Rodder. Well Done.

## Thanks from #66

The No. 66 Falcon would like to thank everyone involved in setting the C/GCC record of 183.729 at the 2003 Speed Trials. This includes our sponsors; The Paint Depot, Quality Dent Repairs, Toys Toys Toys, Beauchamp Mechanical, Uptown Graphics, Jack Bros, Cambridge Concrete, Diest Safety, Motorsport Connection and Rays Shades and Sails.

Also the following people who have supported us; Craig Hartman, Roscoe, Mick and Glen Douglas, Jim Peale, Rob Beauchamp, Neil Lewis, Chris Hanlon, Mick Roche, Lloyd Johnston, Tim and CJ Wall, Steve Soloman, Rob Dye, John Ellis, Mike Bell, Bruce Erikson, Greg Stockwell, Shorty, Ray Saxon, Barry Wise, Bob and Tony for the push car, John Dawson for the tilt tray, and our fellow racers and spectators, thank you for your help and support. Special thanks to the Fire Crews for a job well done and to Noel for recovering the broken machine.

## For Sale

"Brand X" engine, 7 cylinder, done 183 MPH, only one big bang, Ph Brendon 0417 277 484

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EA 401 2 50341172

NO. 987




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**FACSIMILE TRANSMISSION**


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TO	Bob Ellis	FAX	(07) 3801 4160
OF	Dry Lakes Racers Australia	PHONE	
RE			
PAGES	11 Including cover page	DATE	30 April 2003
FROM	Susan Levett	FAX	(02) 6274 1172
AREA	Clean Fuels and Vehicles Section Atmosphere and Sustainable Transport Branch	PHONE	(02) 6274 1903
E-MAIL	susan.levett@ea.gov.au		

---

Dear Bob

As discussed this morning, please find following a letter dated August 2002 from Emma Campbell. This letter provides some background to the Leaded Fuel Passbook arrangement and explains what documentation you need to provide. DLRA need to submit an 'Application for an approval' form - there are two attached to the letter of August 2002. The first one explains what information is required under each of the criteria; the other one is a blank one for you to complete. Please note that criteria (c), (e) and (f) have been filled in for you.

DLRA also need to enter into a Co-management Agreement with Environment Australia (EA). By entering into this you are undertaking to issue Leaded Fuel Passbooks effectively and with good governance. EA will also expect you to report on how the Leaded Fuel Passbook arrangement is going, how effective you think it is etc. Have a look at the Co-management Agreement and feel free to suggest any changes you think might be needed. When you are happy with it, you need to complete two copies and return to me. EA will sign one and return it to DLRA.

To date and for your information, we have 22 motor and water sport organisations (and their affiliated clubs) issuing the Passbooks.

I'll express post these documents to you as well so you've got some clean copies to use (to PO Box 349, Castlemaine).

Please don't hesitate to contact me if you have any queries with completing the forms.

Regards

---

Street Address: John Gorton Building King Edward Terrace PARKES ACT 2600  
Postal Address: GPO Box 787 CANBERRA ACT 2601

