

SPEED TIMES

ISSUE 34 - April 2009



Unveiling of the Dave Dooley memorial



Congratulations to the new 200MPH Club members;

Member #151 Stephen Charlton driving vehicle #302 a Lakester D/GL ran 201.274MPH on a 154.526MPH record.

Member #509 Brett DeStoop riding vehicle #509 a 1972 Suzuki GT 750 APS-F1000 ran 210.169MPH on an Open record

Member #423 Alan Fountain driving vehicle #423 a 1950 Lakester Belly tank A/FL ran 227.373MPH on a 211.500MPH record



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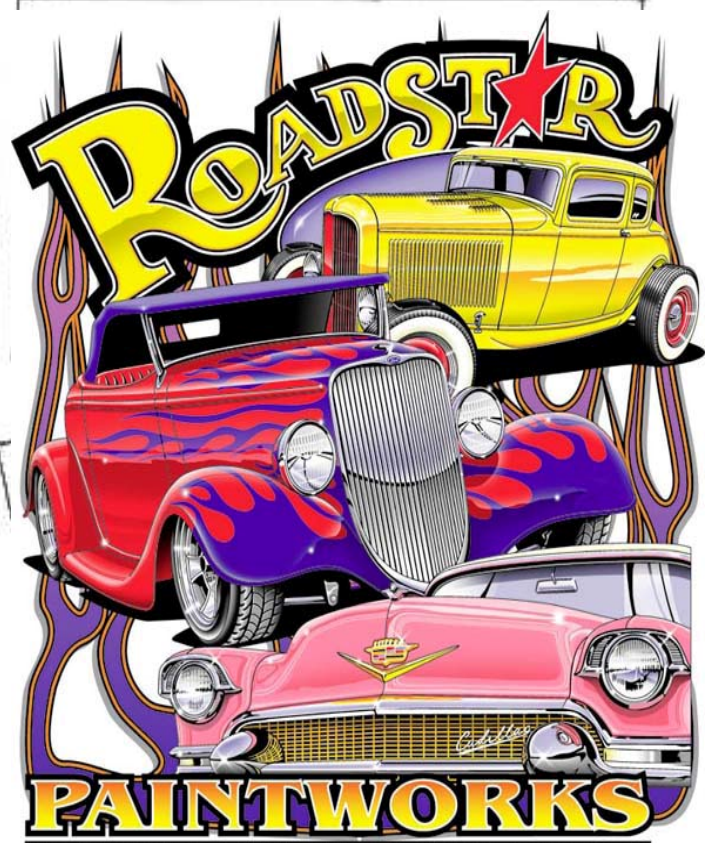
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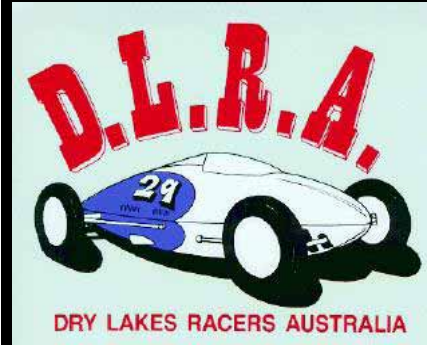
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On the cover: It wasn't looking good for a while, but we got lucky. Congratulations to our new 200MPH Club members. Left: what else do you do when you can't race? Take photos

President	Rob Carroll Ph/Fax 03 5472 4370
Vice President	Peter Noy
Secretary	Rod Hadfield / Carol Hadfield
Treasurer	Rod Hadfield/ Carol Hadfield
Chief Steward	Brian Nicholson & Bob Ellis
Motorcycle Steward	Gary Baker
Race Director	Kevin Saville / Rob Carroll
Starter	Cled Davies
Assistant Starter	Chris Hanlon, Paul Lynch, Mathew Saunders, Don Noble
Timer	Tony Cooke
Assistant Timer	Stan Suchodolskiy, Peter Noy
Scrutineer	Phil Arnold
1st Assistant Scrutineer	Lennie Souter
2nd Assistant Scrutineer	Steve Charlton

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Presidents Report

Rob Carroll DLRA #012

Due to business pressures, Rob has not been able to prepare a report for this issue, however he will present a report at the Victorian meeting on the 17th May 2009.



Rod's Rambling's

Rod Hadfield DLRA#003

I guess for the main part you could say that our 2009 meeting was a success. Every year we learn more, however there are things that mar the whole event and disappoint those totally dedicated to its success, the Committee will be looking at these areas and coming down hard to address them. Some of the problems could so easily be fixed which is what really makes it frustrating. Basically it is only falling to only a few to do all the work. Think about this! Rob Carroll and his son Tom arrive with Stan Suchodolskiy and his two sons on Wednesday, all non-racers to service and start the generator, start up the pumps and water services, unlock all the containers, work on the cool room, pull out all the fire pumps and toilet pumps, air blowers etc., service all these machines, get the Dodge truck fired up, pull out 10 toilets, pump up tyres, unlock and clean them, fill and check the water systems and repair. The Men and Women's toilets and showers must be opened, cleaned and serviced, the water tanks for the toilet cleaning at the dump must be loaded, filled and taken down to the site, the road sign must be put up and diesel carted from the homestead back to camp. All toilets must be towed down to the lake along with the timing trailer, track markers. Cones and bollards. These are just some of the jobs before the track marking starts and it is all left to the same few every year. Now, the situation must change, take club member, John Burley #332, John prepared a car, paid and entered and came across with me arriving Thursday, worked on the toilets all day with Mark Hadfield as well as loading my trailer with track gear, loading the water tanks, positioned all toilets and other track marking preparation until Saturday when the rain hit, they then helped with the merchandising etc., until racing started, they then serviced and cleaned the toilets throughout the meeting, John even did a long stint at the start line when Cled called for help. John got one run in his car for the whole meeting on Thursday, the car was back in the line but time ran out, he was to run on Friday but again time ran out for him. Why, because he was helping clean up and packing things away. Now I ask you, is this fair? This is only one story, Bob Ellis was a similar situation, doing tech. Inspections each day, getting one run after lining up for 1 ½ days. Deb Dawson was also a similar story, she was helping out on the merchandise, I also only got one run, we all paid our entry and I know that

problems were involved, I had all the track, pits, return roads, turn-offs on and off the track and to the start line completed by 9.30 Saturday night, when the rain came, do you think I wasn't pissed off after 14 hours grading.

We thought Christmas to Speedweek was hectic but it was quiet compared to post-meeting, Banking was a major undertaking, just sorting it out into the categories required: Memberships, Merchandise, Auction, Camping fees, Spectator fees, Entries etc., then there are the invoices to be sent out for items purchased at the auction along with all associated event expenses to be paid along with minutes for the General Meeting and the Annual Meeting must be typed up, I do not know what sort of a position we would be in without the huge effort put in by my wife Carol and the club owes her a huge debt of gratitude, every day she has to attend to some sort of DLRA business. We sold 90% of our merchandise so we had to order another run of 2009 T shirts, club shirts, jumpers and caps which are now back in stock and prepaid orders had to be sent out. Sending out the Timing Certificates is a big job on its own along with log books which had to be filled in for those new members who did not receive one at scrutineering because of the large number of previous entrants who had lost or did not bring theirs, remember, from now on any racer who does not produce his vehicles log book will be paying a hefty penalty before being able to race.

Many people have been putting ideas forward on how to improve and speed up the number of runs per day, most are flawed with faults and impossible to achieve, however one club member has come forward with what I consider an excellent plan which will be explained at the next general meeting on the 17th of May at 350 Murray Road, Preston.

Could all members please be on the lookout for a good second hand, cheap as possible and preferably 4 door ute for the DLRA to use for the toilet towing and general rouseabout use, another area of major concern is if something went wrong or broke on our Dodge truck, there would be no meeting, what we need is a spare parts vehicle, it is a 1975-76 Dodge 400 Model D5N twin cab, it has been fitted with a Perkins diesel which Bob Ellis and his crew keep well maintained, I really don't know how the rest of the drive line takes the punishment of that track dragging, it is only a matter of time before we break some of the driveline components, so keep your eyes and ears open, it is an important one.

DLRA (Victorian) MEETING
17th May 2009
At Aussie Desert Cooler (Norms)
350 Murray Road, Preston
starting at 11am
All welcome



2009 DLRA Speed Week Results

Final Official Results of DLRA Speed Week, March 9th - 13th 2009 - Tony Cooke, DLRA Chief Timer. Any application for amendments to these results must be made on the [Results and Records Amendment Form](#).

MPH shown in **RED** is highest speed recorded for that class up and including this year. Records shown in **BLUE** are the highest speed attained for that class from all previous years or have never had a vehicle register a speed for that class and are considered Open.

Dvr#	Name	Veh#	Vehicle	Class	10/03/09	11/03/09	12/03/09	13/03/09	Record
3	Rod Hadfield	3	1988 Ford Falcon	E/GC		117.662			108.169
70	Bill Heeremans	70	1995 Datsun 260Z	B/MS	111.871	130.302	81.521		Open
71	Graham Scott	71	Streamliner	G/GS				124.55 127.514	Open
93	Daryl Hunt	93	1981 Holden Commodore VC	E/PRO		162.925	165.039		160.007
105	Lucky Keiser	351	1989 Merlin Streamliner	S-G 1000		93.341	136.467		Open
131	Brian Nicholson	131	1973 XA Ford Falcon Coupe	C/PRO	104.058		198.096		199.225
132	Vic O'Neill	132	1932 Ford Coupe	B/BGCC		133.794	142.970		Open
151	Stephen Charlton	302	Lakester	D/GL				201.274	154.526
155	David Waight	1928	1923 Ford T Roadster	V4/GMR		90.652			122.050
194	Bob Bowman	305	1927 T Ford Roadster	D/GMR		135.644			171.159
194	Bob Bowman	417	1971 Oldsmobile Cutlass	AA/FCC				191.795	Open
201	Norm Hardinge	34	1934 Ford Roadster	B/GR		192.431			195.577
202	Bob Ellis	66	1966 XP Falcon Coupe	C/GCC			174.427		204.232
207	Mathew Saunders	207	1937 Fiat Topolino	E/GCC		156.548	157.205 160.021		170.228
211	John Broughan	211	Bellytank	F/BGL		153.636		194.363 196.11	204.127
212	Mark Dunn	90	1975 HJ Holden Wagon	B/GC		150.703 163.576	156.937		148.050
216	Trevor May	305	1927 T Ford Roaster	D/GMR					171.159
234	Mal Hewett	234	1950 Vincent Rapide	M-VG1350	138.616	142.879	151.362	149.031	140.296
237	Ray Cooke	305	1927 T Ford Roadster	D/GMR				157.638	171.159
247	Wayne Belot	34	1934 Ford Roadster	B/GR			194.678		195.577
249	Graham Cain	8	1972 LJ Torana	D/GC			169.411		195.047
250	Norm Golgerth	8	1972 LJ Torana	D/GC		132.782			195.047
251	Chris Hanlon	658	1965 XP Falcon Ute	C/MUTE	116.024	162.074		169.053	174.861
252	Steve Morgan	252	1984 Toyota Hilux Pickup	D/MMP			120.886 154.135	152.654	Open
253	John Dent	77	1968 Ford Mustang	A/GC		172.546	192.492		202.440
258	Debra Dawson	258	53 Studebaker Champion	A/GCC		165.593		190.536	Open
259	Paul Broughan	211	Lakester	F/BFL			188.679		204.127

271	Leo Monahan	8	1972 LJ Torana	D/GC		162.103			195.047
280	Terry Prince	280	1953 Vincent	SC-UF1350	110.987	137.028			Open
282	Gary Baker	282	SPECIAL Bike	A-BF1000		143.609			Open
283	Dennis Boundy	283	1955 FJ Holden	XO/BVGC	113.478	111.468	106.913	110.782	Open
285	Phil Stelling	397	1968 HK Holden Monaro	C/PRO	132.910				199.225
292	Mark Bryan	901	1969 XW Falcon	C/PRO		167.504 170.616	173.577		199.225
295	Norman Bradshaw	295	2001 AU Falcon (Taxi)	B/BGC		138.185 158.45	182.704	172.512 188.333	Open
299	Robert Murdoch	456		E/PRO	155.709	153.113	149.875		160.007
304	Stuart Penn	304	1955 Vincent Supercharged Lightening	A-VBF1000		85.348	103.228		112.542
311	Des Jewis	302	Lakester	D/GL		159.574			154.526
321	Bruce Fisher	131	73 XA Ford Falcon Coupe	C/PRO				184.814	199.225
322	Greg White	131	73 XA Ford Falcon Coupe	C/PRO			188.669		199.225
323	David Partridge	323	1981 Mazda RX7	E/GT			145.867 149.253		146.127
332	John Burley	3	1988 Ford Falcon	E/GC			128.442		108.169
338	Stephen Reimann	338	2002 Suzuki GSXR 1300	MPS-G1650		169.332 171.886	182.861		175.750
342	Adrian Hunt	93	1981 Holden Commodore	E/PRO		156.087			160.007
343	Steven Vorwerk	343	1950 International Truck	U/DT	133.779	131.195	125.6231 24.93	124.073	133.769
346	Graeme Turner	346	1980 XD Falcon	AA/GALT		209.399			216.467
365	Trent Clare	139	speciali conbstruction	A-PG4400		129.5151 42.653	144.601		Open
369	David Lowe	369	2004 SLR MK 1	D/GL		135.418			154.526
371	Grant Schlein	371	2003 Suzuki GSX 1300 Hyabusa	P-P1350		197.802		198.0851 86.373	198.347
374	James Stewart	374	Bellytank	E/GL		114.752		160.413	146.140
379	Greg Watters	379	Suzuki GSX 1300R	MPS-BG1350		192.8842 18.978	215.969	210.047	223.325
389	Ben James	389	1977 Kawasaki Z1000	APS-G1350		136.778	151.898	155.065	Open
390	Daryl Chalmers	96	1996 EF FALCON	C/PRO			189.533	195.418	199.225
391	Steven Barnett	391	1972 Suzuki GT 750	MPS-G750		150.627	128.2411 50.725	150.728	155.925
396	Ian Case	396	1998 Suzuki TL 1000S	MPS-G 1000	127.476	154.9051 57.26		156.767	177.988
397	Wayne Pickles	285	1968 HK Holden Monaro	C/PRO		183.038	187.950	190.4561 87.95	199.225
408	Cec Fraser	408	1974 Suzuki TM-125	M-G125		55.648			Open

						60.216			
412	Dik Jarman	374	Belly Tank	E/FL		60.216	114.489	152.768	Open
417	Donald Hudson	417	1971 Oldsmobile Cutlass	AA/FCC		126.3331 49.675	182.038 192.328		Open
423	Alan Fountain	423	1950 Lakester Belly tank	A/FL		197.152	225.056	227.373	211.500
430	Stewart Pennycook	96	1996 EF Falcon	C/PRO		160.056		177.304	199.225
443	Evelyne Scholz	443		APS-G 1000		132.978	145.7961 30.189	161.892 139.281	153.181
444	Dave McLachlan	444	1992 Honda RS 125	APS-G125		123.001	125.086		Open
444	Dave McLachlan	280	1953 Vincent sidecar outfit	SC-UF1350				104.968	Open
454	Jeffery Lemon	454	1991 Kawasaki 22R1100	MPS-G1350		163.1611 75.781	176.678	68.707	204.603
456	Adam Rosenberg	99	1978 Ford TE Cortina	E/PRO		155.790		154.228	160.007
466	Adam Pickles	285	1968 HK Holden Monaro	C/PRO		175.575			199.225
471	John Viles	252	1984 Toyota Hilux Pickup	D/MMP		117.248			Open
489	Jim Hanlon	489	2007 Suzuki GSX R1000	P-P1000	117.526	154.268 177.444		180.469 171.854	142.48
495	Kim Krebs	495	Suzuki GSX 1350	MPS-BF750		160.8 165.929	107.861	182.43 172.595	Open
499	Jan Grocke	99	1978 Ford TE Cortina	E/PRO			127.384		160.007
501	Steve Sharpe	501	2001 Yamaha	MPS-G1000		161.6661 73.076	168.768		177.988
504	Malcolm Sturrock	504	2003 MV AGUSTA	P-PG1000		166.051	170.164		181.241
509	Brett DeStoop	509	1972 Suzuki GT 750	APS-F1000		152.749		210.169	Open
510	Max Ellery	510	1986 Holden Commodore	E/PRO		154.718	156.821		160.007
549	Neil Davies	34	34 Ford Roadster	B/GR			142.023		195.577
561	Jeffrey Jones	37	1981 Toyota Corolla	H/PRO		71.844			125.226
562	Joel Jones	37	1981 Toyota Corolla	H/PRO		89.294			125.226
565	Terry Ings	565	1966 Triumph	APS-G600	75.917	51.325		56.214	Open
571	Milton Lewis	571	1964-5 Special Construction	A-G125				100.502 95.207	Open
574	Kieron Horey	574	1983 Kawasaki 21100	M-G1350	119.712	152.335 161.059			146.160
581	Jamie Regan	581	1982 Commodore	C/PRO	131.926		154.188		199.225
586	Christopher Peers	586	1996 Holden Astra	G/PRO	127.551				117.527
587	Mark Burrows	587	BSA 2006 Special Construction bike	APS-VG350	75.662	73.206	77.532		Open
594	Allen Shephard	594	1962 E Type Jaguar	E/PRO		109.8631 26.44		145.184	160.007

612	John Ladbrook	612	Suzuki GSX R750J	MPS-BG750		117.447 143.815	108.499		Open
618	Edward Garner	618	1999 Suzuki	MPS-G1350		122.649			204.603
619	Graeme Stanford	619	2000 Suzuki Hayabusa	MPS-BG1350	98.167	152.594 173.11	174.486	171.526	223.325
624	Chris Bryson	624	1999 Suzuki Hyabusa	MPS-G1350	123.532	150.905	174.047	192.564	204.603
632	John Gower	632	1959 Milano	E/MS		102.029			205.538
635	John Dickinson	635	1987 Holden VL Commodore	G/BGC	126.085	142.023 148.490			Open
642	Phil Shephard	642	1962 E Type Jaguar	E/PRO		142.608	146.603		160.007
643	Steven Harkness	643	1981 Kawasaki GPZ	MPS-G1350		90.108	119.047		204.603
644	Mark Holyoak	644	1973 Volkswagon Beetle	F/PRO	117.172				140.274
647	Paul McIntosh	647	2001 Vespa PX200	MPS-G250		78.534	78.636	82.201	106.521
650	Rod Prickett	650	2008 Superkart	GOKART		112.951 98.007	110.321	121.359	Open
657	Peter Perkins	657	1996 Holden Astra	G/PRO		124.550			117.527
658	Kathryn Hanlon	251	1966 XP Falcon Ute	C/MUTE		152.853			174.861
659	Mike Bulluss	581	Commodore	C/PRO		126.939		143.198	199.225
660	Robert Benson	581	Commodore	C/PRO		121.408	148.514		199.225
661	Dave Wilkes	581	Commodore	C/PRO			125.400		199.225
667	James Bragg	667	1977 Ducati 750 super sport	P-P750	119.000	119.585			144.34
671	Alan Blackwood	671	1999 Triumph Sprint ST	P-P1000	126.174	144.974 153.321	152.931		142.48
689	David Pluckhahn	689	1968 Holden Monaro	C/GALT		124.584 146.389			218.512
698	Peter Molloy	698	1992 Honda 250 CBR RR	MPS-G250		107.232 113.450			106.521
711	Peter Hickie	711	2008 Hayabusa GSX 1300R	MPS-G1350	134.730	150.627		187.110	204.603
717	Alan Kulari	717	1967 XR Falcon	B/GALT		108.643 157.425	160.513		Open
724	Frank Cogan	724	Suzuki	P-P1350		138.674	152.723	175.815	198.347
727	Peter Steck	727	1983 Kawasaki 500	MPS-G500	124.739	108.800		106.736	Open
732	Stuart Hooper	732	1959 Velocette Venom	MPS-PF750		121.588 131.406	124.502	127.4241 16.731	Open
733	Mark Hamilton	733	1980 Yamaha SR500	MPS-G500	118.358	112.233			Open
739	Stephen Finn	739	Suzuki	M-G750		138.653	147.130	133.214	149.377
744	Stan Suchodolskiy	744		D/GC			149.900		195.047
748	James Kellas	748	2007 Yamaha TW200	A-G250		74.318			Open
753	Stephen Craven	753		MPS-G900	130.985	143.436			136.033
755	Gordon Hallahan	90	1972 HJ Holden Wagon	B/GC	102.063			168.161	148.05

763	Phillip Fairey	763	2004 Suzuki Hayabusa	MPS-BG 1350	127.118	153.374	77.519		223.325
765	Keith Allwood	765		M-VF500	107.168	106.332	98.662		102.494
770	David Patterson	770	1974 XB Ford Coupe	C/PRO			134.468	163.1611 66.882	199.225
774	John Ogilvie	774	2008 Lakester	D/GL		131.733 126.993		155.199	154.526
776	Paul Robins	776	1984 Honda CT110	M-F150		67.014	59.960		71.574
783	Ken Robinson	783	2008 Suzuki GSX -12 1300	MPS-G1350	121.539	151.591	193.423	172.5791 88.689	204.603
784	Peter Code	784	2000 Kawasaki ZX12 R	P-P1350		113.421 142.721	163.1391 71.845	164.368	198.347
797	Perry Molloy	797	Honda 250 RR	MPS-G250			121.885		106.521
791	Troy Bodley	791	2008 Suzuki GSX-R1350	MPS-G 1350		126.244			204.603
795	Kieren Nugent	795	2002 Kawasaki ZX9	P-P900	146.080	148.662 157.507			128.066
799	Josh Kulari	717	1967 XR Falcon	B/GALT			150.369		Open
800	Scott Gower	632	1958 Milano	E/MS		118.343			205.535
801	David Nicholson	131	73 XA Ford Falcon Coupe	C/PRO		171.526			199.225
802	Allan Clarke	802	1988 VL Holden Commodore	C/PRO			141.198	142.630	199.225
803	Tony Bowden	360	1972 Holden Statesman	B/PRO		122.565 144.857 159.207			177.909
804	Wayne Mitchell	804	2004 Honda CBR 600 RR	MPS-BG650		126.975	153.662	169.523	Open
805	Shane Gaghan	805	1996 Suzuki GSX-R	MPS-G750		128.589	154.1091 48.093		155.925

General Meeting

D.L.R.A. GENERAL MEETING HELD AT CAMPSITE LAKE GAIRDNER 10TH MARCH, 2009.

The meeting was opened at 8.35pm by Rob Carroll and 73 people registered their name.

APOLOGIES: Ray Charlton, Terry Clift, Wally James, Steve Vorwerk, Denis Boundy, Chris Hanlon, Bill Herremans and the Bowman Team.

MINUTES OF PREVIOUS MEETING:

The previous minutes were read and MOVED BY: Rod Hadfield 2ND: Steve Charlton

FINANCIAL REPORT:

BANK BALANCE : \$56,554.58

PETTY CASH: \$304.70

Moved by: Carol Hadfield 2ND: Cled Davies

STEWARDS REPORT: Gary Baker reported that he would like to put a small technical committee together to review the motorcycle rules.

Bob Ellis reported that he too wants to put a committee together to review car rules. He also spoke of the scrutineering done during today where there were many

problems mainly because of entrants not reading the rule book.

There was a discussion on entrants misplacing their log books and the problems it has caused, it was decided that anyone not producing their log book would be charged \$100.00 for a replacement.

STATE MEETINGS:

Bob Ellis gave a Queensland update, Insurance is their major problem, Cowden's are not interested in covering any racing being done on an airstrip. ANDRA Insurance would be over \$33,000 and the DLRA would have to be affiliated with them to be covered.

Bob also reported that Don Noble is moving back to New Zealand to live but he assured the meeting he would be back for Speedweek each year.

INWARD CORRESPONDANCE:

- Many emails regarding the event status
- Letter from Robin Cseh regarding driver insurance

OUTWARD CORRESPONDANCE:

- Nil

GENERAL BUSINESS:

- Rod Hadfield reported that Ian Leitch from Bendigo will attend during Speedweek this year to inspect our timing equipment and report to the club on the ability to achieve the same results with wireless timing.
- There was a discussion of whether the event could be run all day Friday because of the delayed start, Rob Carroll asked for a show of hand of who would be able to stay to help with the packing up of equipment etc.
- Gary Baker asked regarding the progress on the Native Title ILUA (Indigenous Land Use Agreement), it was suggested it would be valid for five years.
- Bob Ellis thanked Brian Nicholson, Gary Satar, Lionel West and Kevin Saville for helping with the Tech. Inspection and asked if a few more people would be prepared to help out. Kevin Saville, Craig Ward and Len Souter offered to help out for the rest of the week.
- There was a discussion regarding the recent Victorian Bushfires and the club making a donation towards the victims. Greg Wapling suggested we give a donation to the CFA. Russell Branson from the S.A. CFS suggested we investigate whether any of our members have been affected. Rod Hadfield moved that we donate \$1,000.00 and the Committee investigate who we distribute this to, seconded by Trevor Beck, the motion was carried by a show of hands.
- Denis Campbell moved at motion that we approach Andy Green and Richard Noble to become patrons of the DLRA and bestow on them honorary membership. Seconded by Andy Jenkins. There was some opposition shown towards this motion, Bob Ellis reminded the meeting that our own member Rosco McGlashan is also building a jet powered vehicle. Rob Carroll suggested that nothing can happen with regards to this until we have an ILUA (Indigenous Land Use Agreement) in place. Russell Branson moved a motion to rescind the original motion and that the executive investigate the constitution regarding patrons of the club. Gary Brennan seconded this motion. A vote was carried by the majority of the meeting.
- Gemma Dunn, daughter of member Mark Dunn spoke to the meeting regarding Dave Dooley and presented the club with a mounted moon disc as a perpetual trophy for the "Fastest speed by a pre-1946 vehicle on the salt".
- Mike Davidson spoke on the toilet/shower block situation and asked whether another toilet block could be purchased, Rob Carroll explained that the present situation does not allow for any more permanent structures to be placed at the campsite. There was discussion on the hiring of a portable block, Robert Murdock volunteered pursue a block from Port Pirie.
- Don Noble commented on bad driving practices at the start line resulting in black marks being left on the salt surface.

The meeting was closed at 11pm



Annual General Meeting

HELD AT CAMPSITE LAKE GAIRDNER 10.03.09

The meeting was opened at 11.05pm by Rob Carroll.

APOLOGIES: Ray Charlton, Terry Clift, Steve Vorwerk, Denis Boundy, The Stans, Chris Hanlon, Bill Herremans, Wally James.

MINUTES OF PREVIOUS MEETING:

The previous minutes were read

MOVED BY: Peter Noy 2ND: Don Noble

FINANCIAL REPORT:

BANK BALANCE : \$ 56,554.58

MOVED BY: Rod Hadfield 2nd: Trevor Beck

BUSINESS ARISING FROM THE MINUTES:

There was a question regarding the club mobile phone, Greg Wapling advised the number is displayed on the website and in the newsletter.

ELECTION OF OFFICE BEARERS:

This election was presided over by Russell Branson who thanked the executive for the work they had done over the past year, there was a show of hands in appreciation, all positions were declared vacant and nominations were called for.

President - **Rob Carroll**

nominated by Cled Davies - accepted

Vice President - **Peter Noy**

nominated by Gary Baker - accepted

Secretary/Treasurer - **Rod & Carol Hadfield**

nominated by Cled Davies - accepted

Chief Car Steward -

Brian Nicholson nominated by Robert Murdock

Bob Ellis nominated by Trevor Beck

- accepted as shared position

Chief Motorcycle Steward - **Gary Baker**

nominated by Greg Watters - accepted

Starter - **Cled Davies**

nominated by Gary Baker - accepted

Assistant Starters - **Chris Hanlon, Paul Lynch, Matthew**

Saunders, Don Noble nominated by Cled Davies - accepted

Timer - **Tony Cooke**

nominated by Bob Ellis - Accepted

Assistant Timers -

Stan Suchodolskiy

nominated by Tony Cooke - accepted

Peter Noy

nominated by Robert Murdock - accepted

Rod Hadfield spoke on the need for a Merchandising Officer to be organised for the club, there was quite a bit of discussion on this and it was decided to put an advertisement in the newsletter.

The President thanked everyone for their attendance, he thanked all Office Bearers, committee members and other assistants for their efforts during the past year and reminded members that their Newsletter subscriptions are now due.

The meeting was closed at 11.40pm.

Press Release - Big Knob Does Bonneville



With help from Castrol and Aussie Desert Cooler, Australia's fastest Hot Rod will be racing at Bonneville SpeedWeek August 2009.

The Melbourne based Big Knob Racing team (Norm Hardinge, Wayne Belot and Neil Davis) are taking the Big Block powered all Ford 34 Roadster to Bonneville. "Yanky salt lake racers Gail and Al Philips and Aussies Rod Hadfield, Neville Anderson and Jeff Hitchins are helping to make it happen. We don't know if we will get a record but we're going to have a lot of fun trying"..... Norm Hardinge.

DLRA Web site

I received this email the other day; of course I gave them permission!

Dear Sir/Madam

Request for permission to archive Dry Lake Racers Australia (website)

<http://www.dlra.org.au/>

The National Library of Australia aims to build a comprehensive collection of Australian publications to ensure that Australians have access to their documentary heritage now and in the future. The Library has traditionally collected items in print, but it is also committed to preserving electronic publications of lasting cultural value.

PANDORA, Australia's Web Archive, was set up by the Library in 1996 to enable the archiving and provision of long-term access to online Australian publications. Since then we have been identifying online publications and archiving those that we consider have national significance. Additional

information about PANDORA can be found on the Library's server at: <http://pandora.nla.gov.au/index.html>

We would like to include Dry Lake Racers Australia (website) in the PANDORA Archive and I would be grateful if you would let me know whether you are willing to permit us to do so, that is, grant us a licence under the *Copyright Act 1968*, to copy your publication into the Archive and to provide public online access to it via the Internet. This means that you would grant the Library permission to retain your publication in the Archive and to provide public access to it in perpetuity. If you are not the person with authority to give permission, please advise us who is.

We would like to re-archive your publication periodically to record significant additions and changes.

There are some benefits to you as a publisher in having your publication archived by the Library. If you grant us a copyright licence, the Library will take the necessary preservation action to keep your publication accessible as hardware and software changes over time. The Library will catalogue your publication and add the record to the National Bibliographic Database (a database of catalogue records shared by over 1,100 Australian libraries), as well as to our own online catalogue. This will increase awareness of your publication among researchers using libraries.

Yours sincerely

Chris Turner
Web Archiving
National Library of Australia



























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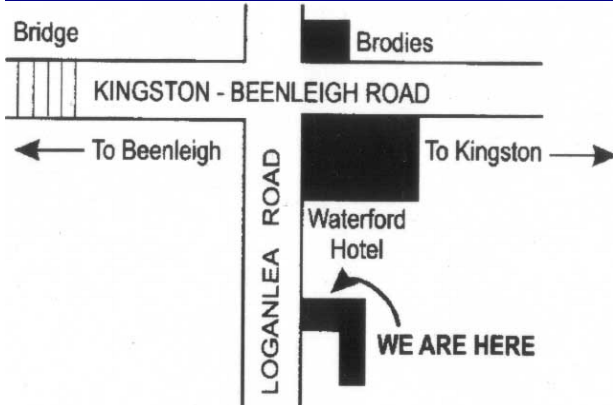
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