

# LAND SPEED NEWS



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## Wayne's World

### WELL WHAT'S GOING ON

Were busy setting out detailed plans of the race track, (track layout, return roads, pit location, no go areas, rules on the lake etc) by doing this everybody will receive a copy before they go on the lake, hopefully saving set up time and confusion. At this early stage (6 months away) our 2000 meet is going to be the biggest event we've ever had, just by the number of new inquires and membership forms being sent out. Over the last few months the number of phone calls have increased to 1-2 per week just to me, regarding rules, from people with projects ready to race next year, like 200 mph factory production bike, A-model coupes and 429 powered Galaxy coupe. The main reason for the increase seems to be from the drag racers, due a few problems in the sport. So a large number of racers intend to run at the salt next year, this with the support of STANLEY TOOLS are raising the profile, making Salt Lake Racing at Lake Gairdner the \*BOOM\* motorsport in 2000 and beyond During the last 10 years with all the work and support put in by members and friends (both time and money) to keep the D.L.R.A. going, you can finally see us getting the numbers at the salt and racing!

"I KNOW I'LL SEE YOU THERE IN 2000"

## STAMPS HOT ROD

### COLOURED SEAT BELTS

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## RACE DATES FOR 2000

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

## DLRA ANNUAL GENERAL MEETING

D.L.R.A. MEETING HELD AT 82 INDUSTRIAL DRIVE BRAESIDE 31.7.99

The meeting opened at 3 p.m. with 46 members present.

Apologies were received from: Keith & Steven Stamp, Chris Weir, Rob Carroll, Bob Bowman,, Ken Clarke, Mick Turkington.

- Minutes of the Annual General Meeting were read by Rod Hadfield, he moved that they be accepted, seconded Geoff Rea.
- The Financial Report was read, by Rod, showing a balance of \$2,119.14 In the bank account,, he moved that this be accepted, seconded Mike Davidson.
- Mike Davidson reported on DE & NR discussions regarding the sale of Mt. Ive Station which didn't sell at auction, discussion with bidders are taking place. Mike explained that the DE & NR is aware that the successful purchaser must give access to the lake. Mike is to request early access to the lake to allow setting up, possibly one week prior to our event. It was reported that Rosco McGlashan has booked the lake from December to our next race date.
- Geoff Rea stated that we need to get camping on the lake approved in writing from the DE & NR, Mike to try and get this finalized.
- There was a discussion on toilet and shower facilities at the lake, Andy Jenkins reported that he has researched the hire of portable toilets and showers for the lake and campsite, suggesting the costs to be offset by users.
- Geoff Rea reported on rubbish disposal at the Lake, emphasizing that everyone is to take their own rubbish home with them.
- Wayne O'Grady reported that he has had 50 rule books copied for the club to sell,, it was moved by Geoff Rea and seconded by Mike Davidson that he be reimbursed.
- Wayne displayed two possible jacket types one being lightweight at \$80.00 and the other one a heavier weight at \$125.00, there was some discussion on colour combinations, it was left to Wayne to organize this.
- Rod Hadfield spoke about the generator located by Mark Hadfield and purchased by the club, it is a 60KVA Air-cooled 6-cylinder diesel powered unit. Castlemaine Rod Shop is to get it going, Rob Carroll has donated fittings and fuel filters. Rod has contacted Rosco McGlashan who has said he is willing to pay half the cost and the wiring of it, he will supply

a room for it and Andy Jenkins is to organize the diesel fuel for it.

- Leigh Fielder read out a letter received from Mary West regarding the setting up of the timing equipment at next year's event.

- Mike presented Greg Wapling with an honorary membership in appreciation for his time and effort in setting up of the DLRA Website,, also for his help with the production of the newsletter. Greg bought his computer to the meeting to show the members the web site, his efforts are appreciated by all.

- Paul Dass spoke on sponsorship by Stanley Australia equaling \$15,000.00 which is to help cover the costs of our next event. But he emphasized that we will need to lift our profile and be fully organized, we will have to provide security of tenure and he put forward some suggestions on how we should manage the event. For example: Printing of a program necessitating early entries, a map of the area, a schedule of the event, photographs and 50 words from each competitor regarding their entry. Paul Suggested that we set up an Event Management Committee with five sub committees consisting of; Administration, Site, Safety, Public Relations & Program.

- The meeting agreed that the pit area be a dry area with no alcohol to be consumed otherwise our public liability insurance-will be void.

- Paul then nominated Andy Jenkins to co-ordinate the event, Mike Davidson seconded the motion. Andy accepted and the meeting approved. Paul has offered to provide materials for a stage and backdrop for trophy presentation at the lake and he has offered to talk the sponsor regarding communications.

- There was some discussion on surveying of the track using a laser light.

- Paul explained that Stanley is sponsoring Bob Bowman's car and the event.

- Rod then thanked Paul for his input in the obtaining of sponsorship and a vote of appreciation was recorded by a round of applause.

- Norm Harding reported on the availability of radar guns, one from the Heidelberg Police and another from a privateer who purchased it at an auction that Norm attended.

- Mike Davidson spoke on the course layout, he suggested putting the pits near the 2 mile mark so that drivers can pull over after the 2nd mile after being timed, if they don't want to continue for the 3rd mile, all agreed this was a good suggestion.

- Other suggestions included that team members should be available at the start line to suit up drivers, check seat belts and safety equipment as this is not a task the starter should have to do. Also that cars should be pushed to the start line for the starter to view and number identification before commencement of run.

- John Lynch asked about the necessity of raising the entry fee as per the minutes of the AGM due to the lack of sponsor at that time, what is the situation now that we have a sponsor. The meeting decided to increase the entry fee from \$100.00 to \$150.00 for entries prior to the 31.1.2000 and late entries after that date is \$200.00.

- Other topics discussed included pit passes, a set of procedures for the Technical Committee and Andy reported that he has spoken to a caterer In Adelaide.

- Kevin Saville spoke on his donation of a Sigma station wagon that could be used as a Safety Vehicle and will deliver it to Lake Gairdner. This gesture was received with gratitude by the members.

- Andy Jenkins donated two sterling silver \$1.00 coin pendants to be raffled after the meeting.

The meeting closed at 5.15pm.

Andy drew the raffles during the barbecue and viewing of the DLRA Website after the meeting. The raffles were won by: David Waight and Bill Heeremans.



## Club Jackets

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

## 2000 Victorian Hot Rod Show

To promote the 2000 Speed Trials the DLRA is going to enter a club stand at the Victorian Hot Rod Show. Any members who are willing to display their cars, please contact Leigh Fielder on 9589 9809

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## WE NEED YOU HELP

At the general meeting held on the 31st July some suggestions were proposed and accepted to re-structure "the conduct" of our event so that we are better prepared and better capable of fulfilling our responsibilities to our fellow racers, our new sponsor and also to the general public.

The impact that "STANLEY" will have on our event will be quite large, particularly with extra media and more of the general public coming to the salt because of the STANLEY promotions that will take place.

To ensure smooth running for all concerned it was suggested that an "Event Committee" monitor all of the operating functions and that these functions actually be performed by 5 sub-committees all reporting to an event manager.

Andy Jenkins was asked and accepted the role.

The 5 Sub - Committees are:

- **ADMINISTRATION**
- **SITE**
- **SAFETY**
- **PROGRAMME**
- **PUBLIC RELATIONS**

Volunteers for committee heads so far are;

**SAFETY** - Wayne O'Grady, 23 Armstrongs Street, Seaford VIC 3197 Ph: 03 9786 1830

**PROGRAM** - Greg Wapling, PO Box 5317 Mordialloc VIC 3195 Ph: 03 9587 3061 gregwapling@hotmail.com

**PUBLIC RELATIONS** - Paul Dass, 2/64-66 Lyons Road, Drummoyn NSW 2047 Ph: 02 9181 1814

Until someone raises their hand any Admin Data or related activity should be forwarded to Rod and Carol Hadfield and any "Site" related issues should be forwarded to Andy Jenkins.



## Functions For Each Sub- Committee

### ADMINISTRATION

- Government liaison - Lake Hire - Access etc
- Property liaison - Mt Ive access and facilities
- Entries
- Medical
- Memberships
- Fees and Funds Management (Asst to DLRA Treasurer)
- Licensing
- Insurance's --Race Cover --- Public Indemnity

Admin to also perform admin services for the other sub-committees.

### SITE

- Maps / Access
- Site Preparation
- Power / Water / Ice
- Toilets / Showers
- Catering - For DLRA members and for the general public
- Camping - DLRA campsite at the lake and Public campsite at the lake
- Parking - Competitor and Public
- Timing - Set up and operation
- Merchandising/ Trade Stands - Arrangements, Charges and a Fee, Facilities
- Tents - Merchandising, DLRA, (information / Public Address, Media Facilities) Outside Communications - results-notices events
- Presentation - Stage Area, Backdrop (sponsor) Trophies / Plaques
- Security
- Signs / Banners

### SAFETY

- Race Communications
- Medical Team
- Fire Management (Race and Overall Site)



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- Start Control
- Recovery Control
- Scrutinering
- Race Area Management
- Pit Area Management
- Vehicle movement and People movement for the Race / Pit Area

## PROGRAMME / POSTERS

- Design
- Collection of entry data and photographs
- Trade Advertising
- Editorials
- Quotations for - printing - trophies; - posters - distribution.

## PUBLIC RELATIONS

- Sponsor Liaison
- Media Liaison
- Press releases
- Program Liaison
- Merchandising Liaison
- Minor Sponsor Acquisition.

*ALL FUNCTIONS NEED PEOPLE TO PERFORM THEM*

AS A DLRA MEMBER, EVEN IF YOU DON'T ALWAYS GO TO THE SALT, YOUR CONTRIBUTION IS BOTH NEEDED AND APPRECIATED

LOOK AT WHAT SUITS YOU BEST AND GIVE US A CALL.

## ***How Some of the Changes Will Affect Us!***

### **Early Entries -**

- Entries to be in by 31<sup>st</sup> January.
- Every entry to be accompanied by a team photograph and a brief team story.
- Entries received after 31<sup>st</sup> Jan will not be included in the program.

### **The Program -**

- Means scheduled activities - Race program- scrutinering - license runs etc
- Background information on the competitors..
- Advertising by suppliers and income from them.
- Program sales will generate income for the DLRA
- Provides info for site commentary
- Any "record" runs can be written up in "blank" results section

### **Maps of;**

- Site
- Strip and run off tracks
- Campsites
- Parking
- Public viewing and access areas.

## **Presentation & BBQ**

- Gives sponsor another media event within the "speed week" activities
- Will lift the DLPA Profile
- A strong on site social event for the members
- Commencement of "perpetual " trophies and awards
- New Awards can be generated - Sponsors Choice, Top Ten, Top Gun etc, Best Presented Team

All trophies can be sponsored by varying suppliers wanting to capitalize on our event.

## **INSURANCE**

With the likelihood of more spectators (members of the public) the risk to injury (accidental) increase  
In order to maintain competitive premium rates, and **not** jeopardize our insurance cover we will no doubt see some policing of substance use(alcohol or other) in the pit /race area during race activities.

## **THE SPONSOR**



For promotional purposes our event is now "The STANLEY Australian Speed Week".

All documents and correspondence will now carry a STANLEY Logo.

All competitors will have STANLEY decals issued to be placed prominently on your vehicles.

The sponsor will attract more media and so more public to our event. So for year 2000 'good lookin' will rate just as high as "fast runnin".

It will help your own team sponsor get better exposure.

This is an exciting time in the growth of Dry Lakes Racing your involvement now and at the salt will enable us to conduct a professional event that everyone can enjoy,

PAL DASS.



**The Castlemaine Rod Shop**  
**Pyrenees Highway, Chewton**  
**Victoria, Australia, 3451**  
**Tel (03) 5472 2853**  
**Fax (03) 5472 1241**



## Mary West

Hi to all my Friends,

I am very excited about my new job writing for Good Guys. It is an opportunity to tell a new audience, Street Rodders about my favorite people and the wonderful things that happen at Land Speed events.

Speed Week was a great success with dozens of records. We were all very pleased that the Kugel LeFevre team was able to break the 300-MPH mark in a Door Slammer.

Joe Kugel is a talented young man and a tribute to his parents. Dad Jerry Kugel is well known for his years of racing on the salt with a High Boy roadster. Jeff Kugel got into the 200 mph Club in the roadster, as did Dad. And so Joe has the support of his Dad and Brother and a great engine builder.

The Salmen team was fortunate enough to be down at the 7 mile when he completed the 2nd run of his record attempt. There was a celebration and what fun we had toasting Joe's 300.788 average.

Don Vesco ran a fantastic 420.959 mile with an average 417.529 mph. Our friend Al Teague was the gentleman as always and commented to me that if anyone deserved the

record it was the Vesco's who have paid their dues through the years. Of course the ultimate goal will be to get FIA recognition.

I'm looking forward to the DLRA event in March. I want to talk to as many of you as I can about your runs on the salt and your future plans. I ask that you bring photos of your Street Rods to the meet with information about those cars so that I might have material for future Good Guys stories.

I was greatly impressed with how many of you drive your Rods on a daily basis and the fact that many of you are 2 Rod families.

My great friend Sam Wheeler who runs a Motorcycle streamliner once again ran over 300 mph. Sam is another person looking for the ultimate Land Speed Record for bikes. He is looking forward to coming next March if he can get some help. He is talking seriously of sharing the container with Chuck Salmen and we keep telling him that it will be the greatest experience that he will ever have.

When I think of all of you I smile. As usual I have to get a bit sentimental. My trips to Australia have seemed like some sort of dream come true. I TRAVELED TO THE RAINBOWS END AND FOUND NOT GOLD, BUT YOU, MY FRIENDS.

Mary

## Chuck Salmen - Update

An update on the \$UM FUN AA gas roadster for all my DLRA friends.

With a new engine on board for the 1999-racing season we headed for the BNI meet in August. The new engine making 250 hp more than the motor we ran at Lake Gairdner in 1995, our hopes were high for new records.

Yes, my luck with Mother Nature is still consistent. It rained the day before we got to Bonneville. I sat in the pits for two days waiting for the track to dry enough to run. This was just the beginning of a very bad few days.

On the third day of the meet, August 16<sup>th</sup>, we made an easy run to get some data on the engine. It was as follows:

- Exhaust temperature too high
- A little lean on the fuel
- Everything else o.k.



Photo courtesy of SCTA web site

If you ever need some verification on course conditions at Bonneville look at the fuel data printout. It will look like the most recent stock market report of highs and lows. (Bad course)

The next day, August 17<sup>th</sup>, our run was 256mph, which qualified us for a return record run the next morning. Checking the compression after the run. We found it to be down about ten pounds on all cylinders. Also exhaust temperature still too high, the record attempt failed the morning of the 18th due to clutch problems. Later in the day we once again qualified with a 254mph run. Again we found the compression down another 10 pounds, (170 lbs.). I decided to do a leak down test, finding both head gaskets leaking from one cylinder to the other and the compression rings were damaged. So much for "Speed Week".

The cause of all our problems were high cylinder pressure, 75 cubic inches per cylinder at 15.1 compression using the wrong gasoline, with too much spark advance. The fuel suppliers we found out later had two grades of 118-octane gas, one for blown motors and one for normally aspirated. What we determined was the large displacement motor with high compression develops as much cylinder pressure as some smaller blown motors. The fuel for blown motors has a cooling agent where the other has a fast burn capacity, more for drag racing or short-term use. I ask for 118 octane and got it, but i wasn't aware of the difference of the two. In the future I will be running the blown gas in my normally aspirated 603 cubic inch, 15:1 motor

The day after I got home from "Speed Week", I had the motor out to hone the cylinders, install new rings and check out everything, this kept me busy for a few weeks getting ready for the USFRA meet, Sept. 22-24th.

Two most recent additions to my roadster are a high-speed retard and a detonation sensor.

All loaded up and ready to go to the USFRA meet-, we got a phone call Monday morning, 7:00 am September 20<sup>th</sup> saying that the meet was canceled due to heavy rains the previous night.

I am starting a new business, selling my service as a rainmaker. At this point I have a 75% success.

"Hello" to all my good friends of the DLRA.

Sincerely

Chuck Salmen

## MEMBER PROFILE Rea, Weir, Mumford

### *THERE'S ALWAYS NEXT YEAR*

By Geoff.G.Rea

In 1990 I attended the first D.L.R.A meet at Lake Gairdner. On my return, at a club meeting (Slingshots Street Rod and Custom Club) I gave a report on that meet. To say I was hooked on 'the salt' would be an understatement. My enthusiasm was obviously shared by Chris Weir and Wayne Mumford, who a couple of weeks later asked me if I would be interested in becoming a partner in a salt car; of course I would! So within a week Rea, Weir Mumford met and a plan of attack was discussed!

Basically the plan was to pool bits and pieces we each had sitting around in our sheds, that we we may never have otherwise got around to using. With these pieces we would build an old style race car that had to have the right look, be well engineered, safe and if it went fast that would be a bonus. Most of all we wanted to have fun doing this, we didn't want it to become a grind. So with all this in mind we decided to work as a team one night a week and if individually we could get bits and pieces done in our own sheds during the week that would be a help.

Once we got our-selves organised we had about 8 months to get it done. Well in the end we sought of made it, we did get the number 24 car to the '91 meet but we hadn't had it running at all. However we eventually did get it running at that meet, but not well enough to make a timed pass. But we were there and just happy to have got the car together and there. A real plus was that everyone seemed to like our racecar. At this meet our unofficial team motto of 'Ah Well There is Always Next Year' was born!





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So on our return home we would have 12 months to sort the car out. In this time we made a few minor changes to the car. Unfortunately due to a very wet year in the Lake Gairdner area the meet for '92 was cancelled. Well we were definitely ready for the '93 meet, where on a very wet salt surface Wayne (Speed Ace) ran a best for the car of 100 mph.

At the '93 meet we had a few minor problems with the car which we planned to address and alter a few other things on the car before the next meet. However this turned into a full rebuild, after our then major sponsor Gippsland Powder Coaters wanted to powder coat our chassis. We agreed to this but we also got every conceivable piece that we could on the car powder coated.

Over the next few years we did various things to the car and eventually only got a best speed of 118mph out of it (again by Speed Ace Wayne, yes Chris and I do drive).

After the '96 meet we pulled the Merc flathead out to rebuild it and that is the way it sat for a couple of years, we didn't run at the '97 meet. But in late '98 a friend of mine (George Peel) asked if I would be interested in buying an 8 BA flathead he had been screwing together for a while for an altered he was going to run at the drags. As I had an old front engine rail and it needed an engine and knowing what had gone into the engine George was offering me I jumped at the chance. Well I got to thinking, that we as a team hadn't done anything about rebuilding our Merc flathead for the race car so I suggested to Chris and Wayne that perhaps we could slot my motor in for a couple of seasons, so that is what we did. Any how with this engine in number 24 we ran a best of 143mph (yes Wayne Speed Ace again) and took the XF/ GMR record from Mike Davidson (don't you hate it when someone breaks your record)!

**The Engine** (the Merc that is), is based on a '48 Mercury block the is ported and relieved, is bored 125 thou, running Jahns piston, 3 3/4 stroke, balanced, Potvin 3/4 cam (ground for chris by Bill Jenks at Moon Equipment, thanks Bill), Kong heads, Mallory ignition and Hilborn fuel injection.



**Cooling System** runs a 10 gallon water tank under the seat with a small radiator situated in the turtle deck, with an electric fan fitted also.

**Driveline** we run a'48 Ford side shift gearbox with an owner made straight shifter. The torque tube drive shaft runs back to a Halibrand quickchange rearend.

**Chassis** is based on a '29 Chev, these have a good 'kick-up' in the differential area, the front and centre crossmembers are both fabricated units with the rear being a model 'A' item housing a model'T' spring. Up front we run a '34 Ford front axle and reversed eye spring. Radius rods front and rear are also early Ford items.

**The Body** is a'24 'T' fibreglass unit, with a steel turtle deck, bobbed '32 grille shell; owner fabricated hood and sides in steel and aluminium along with an owner made belly pan.

**Paint** is a semi gloss black enamel with orange enamel scallops chassis and associated bracketry powder coated in orange and the wheels are powder coated in a cream colour.

**Sponsors**, our race car is sponsored by a number of local businesses, Paul Ledger Signwriting, Gippsland Powder Coaters, Trafalgar Tyre Service, Hyatt Radiators, Weir's treated Timber, Custom Fibreglass, Hancock and Just (Heavy Vehicle Aligners) and Noel McGregor (louvres).

All in all we have a lot of fun working on our race car and have more than exceeded our original concepts for the car!

## 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.	:

**We have no address for the following members, do you know where they are?** Steve Watts (8), Gus Guransky(14), John Vevers (33), Harry Kojima (36), Russell Houghton (55), Manfred Lindmayer (77), Phillip Tilbrook (88), Len Vodic (121), Dave Mead (129), Andrew Braithwaite (162), Mick Turkington(200)

# LAND SPEED NEWS



## DLRA Online

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Just a quick update since the general meeting. Kevin Saville, Wayne O'Grady and Geoff Rea have all provided me with some great photos. Consequently we now have photographic coverage of every year. Plus some terrific photos of the trip to the salt on the Lake Gairdner page. This was exactly the sort of stuff I was looking for, as for anyone who has not been (especially our overseas friends) they just have no idea that getting there is half the battle and just how remote it really is.

What I want to do from here is update the record holders page, review each year and highlight the records set, include race reports for each year to compliment the results and photos. There are also some photos on the pages and I don't know whose car it was, so I'm hoping to track down a few names.

Paul has asked for a photo of each team and details. I will be using these for the Speed Trials program and the website, so here's your best chance to give your sponsors a plug.

You can visit the DLRA website at <http://www.vicnet.net.au/~dlra>

## Nomination Form

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I can help. I want to volunteer for the 2000 Speed Trials.

Name	:	
Area	:	ADMIN <input type="checkbox"/>
	:	PROGRAM <input type="checkbox"/>
	:	SITE <input type="checkbox"/>
	:	SAFETY <input type="checkbox"/>
	:	Public Relations <input type="checkbox"/>
Skills / Trade	:	