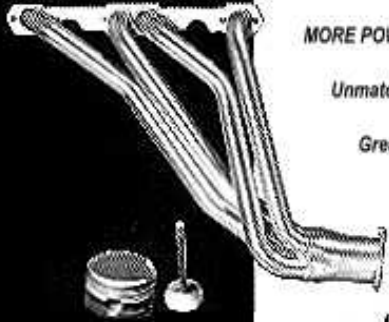


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On the cover; Top and Bottom Left – new members of the 200MPH achievers club. Bottom Right – John Dent, who got very close. Next door; James Stewart Photo of Phil Stelling Monaro.

President	Rob Carroll	Ph/Fax 03 5472 4370
Secretary	Rod Hadfield	See below
Treasurer	Rod Hadfield	
Editor / Web Site	Greg Wapling	
Chief Steward	John Dawson	
Race Director	Kevin Saville / Rob Carroll	
Starter	Cled Davies	
Assistant Starters	Mathew Saunders, Geoffrey Marden, Chris Hanlon	
Timer	Peter Noy	
Assistant Timer	Eric Smith	
Scrutineer	Phil Arnold	
1st Assistant Scrutineer	Lennie Souter	
2nd Assistant Scrutineer	Steve Charlton	

DLRA

PO Box 349 Castlemaine VIC 3450

Phone: 03 5472 2853 and Fax: 03 54721241

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

info@dlra.org.au

Presidents Report

Rob Carroll

Another meeting over and what a ripper. Quite a few records broken, not only speed records, but entry numbers and drivers / riders as well. Some of the usually faster cars did not perform to their teams expectations, but quite a few others increased their speed over their previous best. We've also had our first 200MPH + runs by production type motorcycles. Congratulations to all who improved their previous speeds and / or broke a record in their class.

By Sunday most people had arrived to set up camp and the pits. The day was taken up with track set up and tech inspections etc.

Monday morning we had more cars to check and a driver's meeting. Then a drive along the track for drivers to familiarise themselves. Timed runs started at 1:00pm with quite a few being licence passes. Then the black clouds started to appear in the West and South. Some rain fell but it didn't really affect us. Then about 5:00pm the sky got real black and heavy rain made us stop running. This however did not effect the track for Tuesday runs.

Tuesday's weather was fine and sunny about 25°C, but with a strong wind blowing from the south (tailwind) at about 20-25 MPH, all runs on Tuesday were declared "not for records". Wednesday and Thursday were again about 25°C with a breeze at times but not enough to stop racing. By this time quite a few cars had problems (mostly broken engines. So the vehicles still running on the Friday did not have to wait long for a run. The fastest runs by most entries were on Friday morning. 3 motorcycles, the #66 Falcon and the #211 lakester all ran their fastest speeds (over 200MPH) on Friday. They reported the track was the best it had been all week.

The new improved camp seemed to be given the seal of approval by everyone I spoke to, apart from the generator running out of fuel one night, I think everything ran well with the camp. Next year we will purchase our diesel from Mt. Ive Station, so no one will have to bring a 20lt drum with them. There will be a \$10.00 per head charge for diesel over and above the camping fees to cover this.

The amount of water used at the meeting in March was massive. The showers are the obvious culprits, because we certainly aren't drinking it. I know it starts to sound like a broken record, but we have to keep the showers short, even to the point of turning off the water after getting wet and turning it back on to rinse off. The tanks don't have much water in them at the moment as it has not rained yet since March and who knows when and if it will rain.

Andy Jenkins has purchased a new pump for diesel transfer from the 205lt drums to the generator tank. This works on a 12v battery. The old one was not working properly, he said.

Peter Noy would like to have a club display in the Extreme Horsepower Show again this year in Adelaide. This is a good promotional opportunity for the club, so if you can enter your car, give Peter a call on 08 8848 4261. The show dates are October 30 -31 2004.

There seems to be some interest in having another working bee at the camp sometime in October. (4th to 8th Oct - Ed) Things to be done would include some building maintenance, possibly a fence around the dump, some electrical work, maybe a new track out to the lake entrance, repairs to the Dodge truck, Ablution block maintenance, etc. Most of these jobs are handy man type stuff that anyone can do, so think about lending a hand to get the work done.

Unfortunately the exhaust powered dust blower I spoke about in the last newsletter does not work as well as a petrol powered leaf blower. It does blow dust off, but not as well, because the petrol powered unit simply moves more air.

Andy Jenkins has ordered a new portable toilet on a trailer for use on the lake. The old trailer might be converted to carry cones and other track equipment to and from the camp to the track. Another job for the working bee.

A long sleeved windcheater, black with a zip front and hood, Slazenger brand was left in our cabin at Port Augusta after the race meeting. I could not find the owner, so if it's yours get in touch with me.

The next general meeting will be at Norm Hardinge's, Aussie Desert Cooler shop, 350 Murray Road Preston at 11:00am on June 20 2004. Norm

and Vicky will provide another one of their excellent lunches after the meeting for a small donation.

Rod's Ramblings: Surprises

Rod Hadfield

Well, our Annual Speed Week has come and gone for another year and I often wonder if one should take up heroin, poker machines or some other addiction that takes all your money and time but without the frustration's. We buy the best and it still breaks, we fit a Tremec and break it, fit a Doug Nash and break it, fit a Jerico and break it! What next, a Lenco has been suggested, has anyone got one they want tested? Oh well, lets see what the manufacturers at Jerico say!!

That big white Dyno sure tested the machinery this year, but you wouldn't miss it for quids. Wasn't it the best yet with all those 200 mph runs for the bike boys, they sure have guts and the ones that were so close. Congratulations boys and what about our one legged Harley rider Phil Cvirn and the 150mph run, that's a bloody good effort for both rider and bike!

I wonder if the smiles has left the faces of the Broughan brothers and Bob Ellis, although I'll bet it was reduced a little when Bob's bus blew up in Dubbo and it was a tow job back to Queensland. Congratulations to everyone who ran and improved on last year's speeds and commiserations to the blow-ups.

Ray Charlton had quite a few bumps in the sump of his Chev as did Wayne Pickles and the broken pieces I saw from the engine of Nick Bown's VL would have bought a lot of good time at the Casino.

As John Lynch said the DLRA stands for Drinking, Laughing, Racing Association and I am sure everyone had a great time.

What about our hosts Joy and Len, did they do a good job or what! Great food, great prices, great hospitality and co-operation.

Thanks to the teams that bought air blowers, but we still had a couple of people who didn't really try and left tell tale signs in the pit area, lets not get too complacent, we can be refused permission at any time and then it's back to the drags for sure.

Congratulations also go to our Newsletter Editor/Webmaster Greg Wapling for being awarded the ASRF trophy at the recent Castlemaine Rod Run for his services to the sport.

The DLRA has received excellent coverage in the latest edition of Bonneville Racing News with front cover exposure headlined "Aussie Salt Meet" and pictures of Dennis Boundy's Grey powered FJ and Chris Fraser's Leyland powered bike. Further into the magazine there is a full page feature with pictures of Steven Stamp's and Ray Charlton's Roadsters and the Rod Shop Commodore with a story sent in by us, another page showing John Lynch's, Bob Ellis's, Leigh Fielder's and the Broughan's cars along with the bikes of Gary Peterson, Gary Baker and Greg Walters. Another full page features all the results from Peter Noy and a picture of Mike Davidson's Roadster and yet another full page featuring pictures of Phil Medlun's Roadster and the story of his exploits driving the car to Lake Gairdner and his week at the salt written by his mate Frank Groth. This story also features in the May Edition of "Cruzin" magazine along with the car being the centre page spread.

Chief Stewards Report

John Broughan

This year was a meeting that started slowly, but ended fast. The track was closed to bikes on Monday afternoon due to a gusting crosswind of up to 35 Mph, and a strong tail wind on Tuesday allowed the track to be open, but prevented any record runs being made. My aim is to keep the track open as much as possible, if I think it is safe, which is why I ran cars only on Monday afternoon.

Unfortunately several cars and bikes expired on Tuesday, or the next run after, so missed out on making recorded runs. My commiseration's to them, and I hope they are back next year. The salt was the driest that I have seen in 11 years. The club truck travelling on the virgin salt to layout and drag the track had hardly picked up enough from the surface of the lake over the week to use on fish and chips. The surface of the track was excellent, with no deterioration over the week. I would like to thank the Bowman team for a fantastic track marking effort, as well as team Saville for the track layout and alignment.

28 records were set, and 6 new members of the 200 MPH club inducted. It has taken a while, but it was

inevitable that the Suzuki Hayabusa's would be running over 200. Thursday afternoon was when it all happened. No wind, but the air must have been good, or else all the minor drama's had been sorted out by then. Greg Schlein, John Broughan, Paul Broughan, Gary Petersen and Gary Baker set records over 200 on Thursday afternoon, while Bob Ellis waited until Friday morning. Congratulations to all. Setting a record over 200 is not an easy task, shown by the fact that up to this meeting at Lake Gairdner, only 8 members had made it into the DLRA 200 MPH club.

Over 300 runs were made this year, and I need to thank a lot of people for this. It takes a lot of effort to organise and set up a meeting of this size, and it is the pretty much the same people each year to whom we are indebted.

Rod and Carol Hadfield and Rob Carroll for organising all the things that need to happen before we leave home. Mike Davidson for the public liability insurance. Peter Noy and Eric for the timing, Cled and his merry bunch of starters. The CFS volunteers who give us peace of mind in case of an accident, that fortunately have not been needed, and hopefully never will.

Rob Carroll again for the running of the meeting, and John Dawson and Gary Baker for scrutineering.

This years meeting was hard on engines again, as it has been over the past few years, now that through either luck or management, we can prepare a track that has no soft or sloppy sections.

My team finally got our act together this year, although we had a few minor problems, both self inflicted. On Wednesday, we were running 196 mph, but could not get the engine to rev over 7000 rpm. Because of the power, we couldn't crank it up in the lower gears due to wheel spin, so I thought we had run out of grunt. Turned out that the rev limiter in the computer was set. Turned that off, then the clutch started slipping. Turned out the master cylinder had expired. Fixed that by driving without a clutch, just meant that we had to change early. The car has always handled well, but has never had the horsepower to make much of it. This year we found enough horsepower. I am not sure exactly how much, as the car was running 4 pounds higher boost at the lake than when dynoed at home, but I estimate around 450 HP at the wheels. A magnificent effort for a \$440 engine and a \$700 TO4 turbo. The engine has slightly larger fuel injectors from a 3 litre, and an aftermarket

computer, but is otherwise untouched from what was bought at the wreckers in January. We were running 20 pounds of boost, at 7700 RPM for the long course, and the engine is as sweet as you could ever hope for. No blowby, no misfires. Two things I noticed that I wasn't really expecting was the acceleration of the car in 3rd and top. I was being pushed back in the seat, and the car was doing 200 by about a mile and a quarter. It was a huge buzz at those speeds, but I was expecting a long wind out. The other thing was the wind resistance. The first time I put my foot on the clutch after running the timing section, I thought I had released the chute, the car slowed so suddenly. It was like putting your foot on the brakes.

If you want speed on a budget, a Toyota 1JZ-GTE could be the answer, especially if you have a liking for a 6 cylinder, and you can cope with a computer controlled turbo engine. If you do look at this, ditch the factory turbo's straight away. The ceramic wheels will give you plenty of grief. This year gives us a few firsts, and as this is my last chance for a captive audience, this is what they are:

First home built car over 200.

First 6 over 200. Probably the fastest 6 in the country.

First car to lose a tire over 200 and not lose control.

At the moment we have no idea what to do for next year now. Should we re class the car with a smaller engine and start again, meet the safety for over 200, and crank it up as much as we can afford

After 6 years involved with the technical side of the club, the last 4 as chief steward, I think it is time to move on and allow some fresh ideas. I commend John Dawson, who put his hand up at the annual meeting, and was elected the new chief steward for the 2005 meeting, and wish him all the best. John has been to the lake many times as both spectator/helper and competitor, and he will make a fantastic chief steward.

The job of chief steward has many parts, but the most rewarding part for me was talking to people over the phone or in person about the construction of a new car, and then having the pleasure of seeing them compete. This has never failed to give me a smile.

I hope the members have enjoyed the meetings as much as I have, and I look forward to next year.

John Broughan

Retiring Chief Steward

200 MPH club life member (At last)

GENERAL MEETING

Held At Lake Gairdner Campsite
Wednesday 3rd March, 2004

The meeting was opened at 9.05pm with Rob Carroll in the chair, there were approximately 57 people present.

APOLOGIES:

Casey Hill, Kevin Ryan, Bob Bowman and crew, Stewart Lapin, Debra Dawson and Delvene Manning.

MINUTES OF PREVIOUS MEETING:

Were read by Rob Carroll and were moved by John Lynch and seconded by Greg Butler "That the Minutes be Read as Accepted", Carried.

TREASURERS REPORT:

Bank Balance \$6,290.72

Moved by Rod Hadfield as Treasurer
Seconded by Mark Hadfield

BUSINESS ARISING FROM THE MINUTES:

The meeting was advised that the donated Crane was to be sold as it was not suitable for club use. Rod Hadfield to follow this up.

Len Newton will be asked if the club can put in a new, more direct track to the lake from the campsite.

A brief discussion was held on the removal of dust from vehicles and it was deemed that exhaust blowers were less efficient than leaf blowers. Many teams indicated that they had blowers, which was good to see.

The proposed raffle of campsite beds has been deferred to a later date.

Rob Carroll reported that four double and one single additional bunk frames have been provided.

Rod Hadfield advised the meeting that their Insurance Company have advised that to insure the Timing Equipment at Peter Noy's property would cost \$250.00 per annum against Fire and Theft, if it is kept under lock and key. To insure it whilst in use at the Lake would cost \$500.00 to \$600.00 per annum for Fire, Theft and Accident at all times.

John Broughan reported he has no information as yet on the suitability of Engine Nappies to prevent oil spills.

INWARDS CORRESPONDANCE:

Letter from Mark Bryan offering a donation of 10% of sales of model cars to the club.

GENERAL BUSINESS:

The meeting was informed of a donation of \$50.00 from Casey Hill towards the running of the meeting. It was decided to deposit this sum with the Canteen for refreshments for the safety crew.

A poster advertising a forthcoming Motor Cycle event at Bonneville was displayed and addressed by Rod Hadfield.

Following considerable discussion Mike Davidson undertook to further check with Insurers for quotes on insurance of the timing gear and radios.

The Committee is to consult with Trevor Beck the possible Insurance on his Radios.

As not all attendees to the campsite bring the requested donation of 20 litres of diesel it was moved by Rob Carroll and seconded by John Lynch that entrants be charged \$10.00 and all diesel fuel be purchased from Mt. Ive from now on. The motion was carried.

Cled Davies advised the members that an improved and extended Bulletin Board showing times of best runs would be in operation at the Starting line next year. The system works well in general but drivers are advised that they must personally be in the line to put their name on the board. He drew member's attention to cigarette butts and wastepaper left on the sale at the start line. The Committee is to look into the overall provision of toilets and the possibility of a toilet at the start line.

Members agreed that they would accept a rise from \$6.00 to \$7.00 per night camp fee for next year.

After some discussion it was decided that the shearing shed was a better alternative than outdoors for the annual auction.

Rod Hadfield is to organise a Paramedic to be in attendance at the 2005 meeting.

The possible letting of four rooms in the shearers quarters was discussed, permission from Mt. Ive is to be gained before any decision can be made.

The current whereabouts of the perpetual trophy for Top Speed of the Meeting is not known, information leading to its' recovery would be welcomed.

It was agreed by the meeting that Len & Joy Newton be approached to accept the sum of \$1500.00 for access.

Mike Davidson advised all record holders to check the rule book to see if their entry is correct, as in his case the rule book is not correct. John Broughan then explained his system of selection of data for Record Holders and invited members to consult with him later for further discussion if necessary.

Meeting closed at 9.50 p.m.

ANNUAL GENERAL MEETING

HELD AT LAKE GAIRDNER CAMPSITE
WEDNESDAY 3RD MARCH, 2004

The meeting was opened at 10pm by the Chairman Rob Carroll and members were welcomed.

Apologies: Rex Nesbit

Minutes of the previous A.G.M

were moved by Rob Carroll and seconded by Mark Hadfield "That the Minutes as published in the Newsletter be accepted."
This motion was carried.

Treasurers Report:

Bank Balance \$6290.72 Moved and seconded as in General Meeting held earlier in the evening.

Business Arising from the Minutes:

It was agreed that the committee decides on the choice of vehicles to be printed on the 2005 T-Shirts.

Election of Office Bearers:

This election was presided over by a visitor, Tony Wadsworth.

It was moved by Mike Davidson and seconded by Peter Noy, "That, with the exception of the position of Chief Steward, the previous office

bearers and committee members be re-elected". This motion was carried.

As there were no other nominations offered the motion was declared to be effective.

John Dawson, on the nomination of Rob Carroll and seconded by Trevor Beck was elected unopposed as Chief Steward.

The President thanked everyone for their attendance and all office bearers, committee, members and other assistants were thanked for their efforts during the past year.

The meeting closed at 11.15pm.



Witness the top land speed racers competing for the Ultimate World Record. The International Motorcycle Speed Trials by BUB is for all motorcycle enthusiasts. Never before have motorcycle designers, builders and riders had their own speed trials. Now is the time for every type of rider to have a run on the salt flats. From the high-speed stream liners, to the guy who just loves to ride his bike, all will have the opportunity to push their machines to the limit.

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2004 Results

Results of Speed Trials 2004, March 8th - 12th

2004 - Peter Noy, Chief Timer

74 entrants, 47 vehicles, 316 runs.

* indicates new class record

PLEASE NOTE: Runs made on Tuesday 9th March are not recorded due to the weather conditions.

Driver / Rider	No.	Vehicle	Class	MPH
John Lynch	#092	Belly Tank	AA/BFL	237.451
Leigh Fielder	#113	85 Pontiac Transam	C/GALT	218.512*
John Broughan	#211	Bellytank	F/BGL	204.127*
Paul Broughan	#259	Bellytank	F/BFL	203.110*
Bob Ellis	#202	65 XP Ford Falcon Coupe	C/GCC	202.520*
John Dent	#253	68 Ford Mustang	D/GC	195.047*
Phil Stelling	#285	68 Ford Mustang	A/PRO	194.887
Norm Bradshaw	#295	68 Ford Mustang	A/PRO	192.389
Wayne Belot	#247	34 Ford Roadster	B/GR	181.726
Mark Hadfield	#044	67 Ford Mustang	D/GC	178.651
Ray Charlton	#096	32 Ford Roadster	C/STR	178.076*
Chris Hanlon	#251	63 XP Ford Falcon Ute	C/FM/UTE	174.961*
Mark Bryan	#292	69 XW Ford Falcon	C/PRO	174.630
Michael Bowden	#360	72 HQ Holden Statesman	B/PRO	173.210*
Aulis Soderblom	#296	28 Ford A Roadster	C/GMR	172.670*
Steven Stamp	#214	28 Ford A Roadster	C/GMR	172.347
Jason VanDyk	#325	84 Pontiac Transam	C/BFALT	171.428*
Dean Soderblom	#395	28 Ford A Roadster	C/GMR	170.092
Daryl Chalmers	#390	72 TC Ford Cortina	C/GC	169.141*
Terry Maloney	#215	27 Ford T Roadster	D/GMR	166.535*
Bob Bowman	#194	27 Ford T Roadster	D/GMR	166.450
Chris Hanlon	#251	63 XP Ford Falcon Ute	C/M/UTE	165.654
Nathan Lambert	#326	84 Pontiac Transam	C/BFALT	163.191
Darryl Hunt	#093	80 VH Holden Commodore	E/PRO	160.007*
Trevor May	#216	27 Ford T Roadster	D/GMR	159.680
Darryl Bevan	#239	27 Ford T Roadster	D/GMR	159.348
Mike Davidson	#001	27 Ford T Roadster	XF/FMR	158.618*
Neil Jacups	#217	27 Ford T Roadster	D/GMR	158.311
Adrian Reid	#331	93 Ford Falcon	C/PRO	156.985
Harry De Rees	#199	Holden Commodore	E/PRO	153.879
Mike Davidson	#001	27 Ford T Roadster	XF/GMR	146.281*
David Partridge	#323	82 Mazda RX7	E/GT	146.127*
Graham Cain	#249	72 LJ Holden Torana	E/PRO	145.678
Norm Golgerth	#250	72 LJ Holden Torana	E/PRO	145.560
Colin Moore	#294	72 LJ Holden Torana	E/PRO	144.508
Phillip Medlen	#401	27 Ford T Roadster	C/GR	144.115
Bob Sherry	#400	86 VL Holden Commodore	C/PRO	132.139
Phil Stelling	#285	68 HK Holden Monaro	C/PRO	132.081
Wayne Pickles	#397	68 HK Holden Monaro	C/PRO	127.859
Greg Williams	#398	34 Ford Roadster	B/GR	119.236
John Burley	#332	85 Nissan Bluebird	G/PRO	116.084
Trevor Lehmann	#403	54 FJ Holden	XO/PRO	111.124*
Dennis Boundy	#283	54 FJ Holden	XO/PRO	107.832
Leo Monaghan	#271	72 LJ Holden Torana	E/PRO	106.837
Norm Hardinge	#201	34 Ford Roadster	B/GR	181.772
Stan	#	Nissan Urvan	E/PRO	75.853
Gary Peterson	#394	2000 Suzuki GSX 1300R	MPS-G-1350	204.603*
Grant Schlein	#371	Suzuki GSX 1300R	MPS-G-1350	204.104
Gary Baker	#282	99 Suzuki	MPS-F-	202.065*

Greg Watters	#379	2001 Suzuki Hayabusa	1350 MPS-G-1350	198.019
Grant Schlein	#371	Suzuki GSX 1300R	P-P-1350	196.42*
Greg Watters	#379	2001 Suzuki Hayabusa	MPS-BG-1350	173.845*
Chris Matheson	#380	2002 Suzuki Hayabusa	MPS-G-1350	167.837
Ron Stayt	#178	82 Kawasaki GPZ1R	MB-F-1350	159.602
Phil Cvirn	#135	63 Harley Davidson Shovel Head	MP-F-1650	152.775*
Phil Mumenthaler	#303	78 Honda CBX	M-G-1350	146.160*
Roland Skate	#388	78 Honda CBX	M-G-1350	143.769
Steven Barnett	#391	72 Suzuki GT 750	M-G-750	142.608
Phil Cvirn	#135	63 Harley Davidson Shovel Head	MP-G-1650	141.933
Ben James	#389	78 Ducati SD 900	P-P-900	128.066*
Geoff Spurway	#219	52 Triumph	M-VF-650	126.408*
Ian Case	#396	98 Suzuki TL 1000S	MPS-G-1350	125.278
Paul Rogers	#372	2004 XB 12R Buell	P-PP-1350	125.243*
Ross Northwood	#377	2004 XB 12R Buell	P-PP-1350	124.826
Laszlo Molnar	#347	85 Harley Softail	1350 PPG	114.576
Paul Broughan	#259	Honda	PP-50	36.255

Wayne Mumford	#078	Bellytank	V4/GL	Ignition
Russell Mack	#161	Belly Tank	V4/GL	Ignition
Rod Hadfield	#003	96 VS Commodore	AA/FALT	Gearbox
Lionel West	#272	96 VS Commodore	AA/FALT	Gearbox
Derrick Borgas	#335	80 XD Falcon	AA/GALT	-
Graeme Turner	#346	80 XD Falcon	AA/GALT	-
Ray Cooke	#237	27 Ford T Roadster	D/GMR	-
Brian Nicholson	#131	73 XA Ford Coupe	C/PRO	-
Nicholas Bown	#274	86 Holden Commodore	C/PRO	-
Luke Hadfield	#242	67 Ford Mustang	D/PRO	-
Wally James	#128	67 Ford Mustang	D/PRO	-
Roger Hancox	#399	80 VC Holden Commodore	E/PRO	-
Andrew McCleery	#334	85 Nissan Bluebird	G/PRO	-
Peter Vansittart	#150	52 Triumph	MP	-
Stuart Penn	#304	55 Vincent	A/VBF-1000-	-

DLRA General Meeting

The DLRA will be conducting a general meeting

on

Sunday 20th June 2004

Norm Hardinge's factory, 11:00am sharp.

**AUSSIE DESERT COOLER
350 Murray Road Preston**

**All members are welcome to attend,
leaf blowers not required.**

**CAMP WORKING BEE
4th to 8th OCTOBER 2004**

Racers in Print



* Harley rider Phil Cvim is now the holder of two land speed records for salt lake racing.

No matter how long it takes you should never give up your ambitions - just ask local motorbike racer Phil Cvim who now holds two 'land speed' records for salt lake racing.

Salt lake racing involves competitors racing against each other one at a time.

"Virtually you wind it up for three miles, go as fast as you can for three miles, and slow down for three miles," said Mr Cvim.

He promised himself back in 1995 that he would break the 150 miles per hour mark on his Harley Davidson and nine years later that's what he did, thanks in part to his use of nitrous oxide as fuel.

The ambitious racer has held the record for the Modified Pushride Gasoline (MPG) race since 1997 with a speed of 148.7 miles per hour and now holds the Modified Push Ride Fuel (MPF) record with a recent speed of 152.7 miles per hour.

He competed in the push ride class, with an engine capacity of up to 2000cc, on his Harley Davidson that is based on a 1964 rigid frame showbowl.

"I believe I've got the fastest Harley Davidson that's ever been on salt."

Mr Cvim began salt lake racing in 1995 and every March competes in the Australian Dry Lakes Races at Lake Gairdner in SA, the only salt lake racing event in the country.

"It's pretty hard to practice for because you need somewhere that's really, really long and really, really flat," he said.

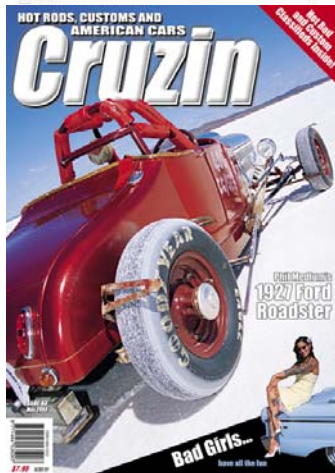
"I've always liked motor bike racing and seeing how fast I could get a Harley Davidson was challenging."

"I had a grin that I couldn't get off my face for a couple of days," he said.

"It's very unlikely for a motor bike of this kind to do that kind of speed."

"It is a challenge to anyone in Australia who has got the same type of motorbike to try and beat it. But so far my record is the fastest," he said.

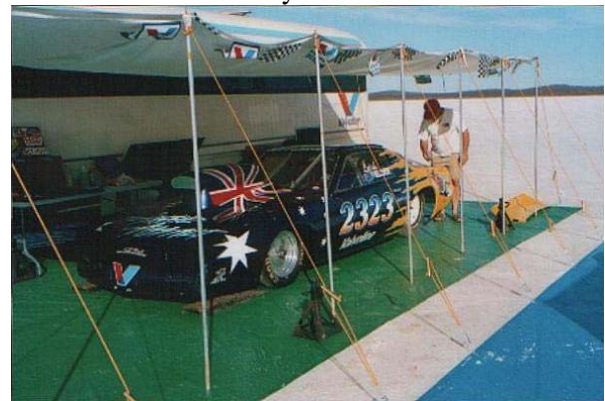
Mr Cvim said his next aim was to reach 200 miles an hour, and to get a new motorcycle.



Photos from the salt



JohnLynch #092



Leigh Fielder #113



Paul Broughan #259 and John Broughan #211



Bob Ellis #202



John Dent #253, Mark Hadfield #044



Chris Hanlon #251



Norm Bradshaw #295



Michael Bowden #360



Norm Hardinge #201, Wayne Belot #247, Greg Williams #398



Steven Stamp #214, Aulis Soderblom #296, Dean Soderblom #395



Ray Charlton #096



Nathan Lambert #326, Jason VanDyk #325



Daryl Chalmers #390



Bob Bowman #194, Terry Maloney #215, Trevor May #216, Neil Jacups #217, Darryl Bevan #239



Mike Davidson #001



Adrian Reid #331



David Partridge #323



Graham Cain #249, Norm Golgerth #250, Colin Moore #294, Leo Monaghan #271



Phillip Medlen #401



Phil Stelling #285, Wayne Pickles #397



John Burley #332



Gary Baker #282



Dennis Boundy #283, Trevor Lehmann #403



Greg Watters #379



Gary Peterson #394



Grant Schlein #371



Grant Schlein #371



Chris Matheson #380



Ron Stayt #178



Ben James #389



Phil Cvirn #135



Paul Rogers #372, Ross Northwood #377



Phil Mumenthaler #303, Roland Skate #388



Wayne Mumford #078, Russell Mack #161



Steven Barnett #391



Rod Hadfield #003, Lionel West #272



Graeme Turner #346, Derrick Borgas #335



Brian Nicholson #131



Chris Fraser #120, Trevor Clarke #139



Stuart Penn #304



Peter Vansittart #150

Website and Email

Full coverage of the 2004 event is online. There are about 150 photos, plus all the reports and stories. The driver's page has been updated as well as the records pages.

I've also now created profile pages for all competitors from 1990 – 1993 and 1998 – 2004. There are now 154 profiles online, many have just basic information and maybe a photo. Here's your big chance to promote yourself and your team to potential sponsors, send in some details about your self, your team or your vehicle.

We have just exceeded our web site limit and the committee has very graciously given me funds for another 50Mb of space.

Thanks to all those that sent in photos; Chris Hanlon, Chris Smith, Frank Goth, Gary Baker, Gary Lambert, Greg Watters, James Stewart, Phil Civirn, Russell Mack and Tim Vercoe.



For all the latest news, event information and coverage, Hot Rod Swap Meet – buy and sell. Now with the new Bench Racing forum, talk to 100's of other rodders from all over the world.

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