

SPEED TIMES

Issue 51 May 2015



SpeedWeek 2015 Gallery

2016 SpeedWeek!



Dates have been set for the
29th Feb – 4th of March.

**GET EXCITED SPEEDWEEK
TEAMS & FANS!**

The Dates for 2016 SpeedWeek have been set for the 29th of February to the 4th of March, 2016. This gives you all ample notice to get those cars looking good, running well and as **safe** as they can all be!

Make sure you read over your Scrutineering notes and the Rule book before next year to avoid disappointment.

NEXT DLRA MEETING:

General Meeting

Date: Sunday 25th May, 2015.

Where: Northern Suburbs Street Rod Clubrooms. Unit: 25/196 Settlement Road, Thomastown Victoria.

When: 11am SHARP.

BBQ & Drinks available for \$5p.p.



Letter from the Editor



Next Issue:

If you want to put something in the next Newsletter please have it mailed to me by to avoid disappointment;

September 1st 2015 5.00pm!

For a long time now, we have all been so blessed to have Vicki Howard and Carol working together to do the newsletter for us all. But, it's now time to give those ladies a hand because we all know that they do too much for our beloved organisation.

So from the 2015 AGM onwards I have decided it's my turn. Many of you already know me but for those that don't, my name is Gemma Dunn. I am the daughter of Mark Dunn and we race the 2012 Orange Lakester at Lake Gairdner and Bonneville. I have decided to spruce up the newsletter with the skills I have learnt Studying a Business Degree at Australian College of Physical Education.

So, on that if any of you have anything you'd like to add to the DLRA Newsletter please feel free to email me at gemma.d121@hotmail.com

Lastly, well done to ALL the teams that made it out to our 25th Anniversary Speedweek this year, safe to say it was a fantastic week and I hope you all enjoyed the speed like I did!
Cheers, Gemma Dunn. #1149

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SpeedWeek 2015

Racing at Lake Gairdner was a big week this year as we celebrated 25 years as a Club.

The road from Iron Knob was good, just a lot of dust because of the dry weather and no rain for 2 months.

Getting on to the Lake would turn out to be one of the biggest problems all week as it was like being at the beach with the tide coming in overnight, so we had to shift mats throughout the week and transport people back and forth from the edge of the Lake. It was hard work for everybody and sometimes frustrating.

We had one of our trucks stuck at the edge of the Lake on Saturday and worked all day removing it from the bog was hard work and a day lost.

The Lake surface was the best I have seen in my fifteen years. Both tracks were perfect for racing.

Our #1 tractor driver Andrew Madin had to spend minimal time preparing the track compared to other years and a great job done again on the return roads, pit area, with low temperatures all week, everything looked great.

After we set up Team Taxi Pit area on the Sunday, went through Scrutineering and all ready for Monday. People were still working on the timing and the track equipment.

Our first three members # 1 Mike Davison, # 2 Rod Hadfield and # 3 Andy Jenkins , were present and had two of the best turned out cars as well, Andy would have made it but for his engine problems a week or so earlier.

We held our AGM and General meeting on Sunday evening, with the main committee members choosing to stay for another year, State Members staying on and only one or two new roles so not too many changes. It actually made for an early night for a change.

Thanks to all those old Committee Members who are staying on and for their support to me and the Club. Welcome to the new Committee Members. We look forward to working together into the next year.

Monday was off to a late start and slow to get organized with the high winds so no records would be recorded for that day although the Committee has voted to present people with an over 200 mph Pass and Achievers hat for that Monday.

Tuesday meant that the wind was still around but not as strong, but coming and going, plenty of passes still going on, then an accident involving Trent Clare and the Clare family streamliner in the late afternoon. I would like to thank everyone for doing their best and Trent is still in the hearts and minds of the Club Members and friends.

Wednesday started late with the meeting at the Canteen just to talk over some things concerning the accident and to bring to people's attention that racing at high speeds and chasing records will always have an element of danger involved. Everyone needs to make sure their equipment is up to the standards required. Because of the late start, the wind had dropped off so people stayed later to get extra runs in.

Thursday was a long day of racing and new records set.

Friday saw the track perfect as usual and almost no wind, with people still looking for records just like me. My first run for the week turned out to be only half a run. But, I still achieved 233mph before the 3 mile.

Then the big pack up with most people gone again!

A big Thanks to all our sponsors, new and old and hope to have you on board next year and I would like to encourage our Club Members to support these businesses because of the ongoing support they give the Club.

A very special Thank You goes out to **Dion**, his family and his crew from Mildura for taking on the Canteen.

A true professional effort was put in with the meals and with the ice supply. This is a major effort with combining refrigerator transport, people, accommodation, and working long hours with no monetary reward.

Hopefully we will see you next year and we will have a changed result. Club Members need to support more next year.

Another club member that needs an extra special thank you is **Brook Denning**, he was at the lakes edge each day blowing the dust off the vehicles and spent most of the rest of each day emptying and cleaning the toilets, he is a tireless worker for the club. For the first time Doris his wife along with their two daughters Maddie and Ella came to Speedweek with him and the three of them worked tirelessly in the Merchandise tent as well. We thank the whole family for their efforts!!

Some of the things we need to improve on next year are:

- Starting on time on the Monday.
- People have already started on things like timing equipment, radios and headsets.
- Our FM station.
- New pump tank for the toilets.
- New timing van and trailer for the mats.
- We are looking at a new programme to buy mats.
- Changes to help with our Volunteers after Tech Inspection, picking up paperwork and everyone will have to nominate a time for their volunteer duty.
- Volunteers setting up before everyone arrives.

Thanks to our Starters, Timers, Scrutineers, SES, Track Officials, Doctors and all the people that help in so many ways.

DRY LAKES RACERS AUSTRALIA
1990 **25** 2015

Anniversary New!
MERCHANDISE
Celebrate your club! Buy some stuff!

2015 25th Anniversary T Shirts are now available !!
You can't have too many at \$25.00*.

Keep your drinks cool at the lake \$10.00* each

SOLD OUT!!

NEW STOCK!!
... order now!
These cool DLRA Anniversary Tin signs are a must!
Only \$45.00* each

To Order:

It's easy, drop a line to Carol by either
- fax 03 54 72 3194
- email to Carol at secretary@dlra.org.au
- mail to Carol at P.O. Box 349, Castlemaine, Vic, 3450.
Email details of your order to Carol and we'll ring you for credit card details.
Pay by bank transfer, BSB:633 000, Account No: 1369 41648,
Name: Dry Lakes Racers Australia
or pay by PayPal - Take your pick!

* Don't forget postage and handling will be extra.

D.L.R.A.

We are still having problems with people not reading the Rule Book. So maybe next year six or seven random questions from the Rule Book before paperwork is picked up might be an idea to get everyone on board, as rules are incredibly important.

While I was driving around during the week I found myself talking with lots of different people and checking things at the start line.

I found that a lot of people love to complain about the queue jumpers, yet no one volunteers to monitor the situation. I checked with Greg Wapling and found that a lot of teams did not supply any volunteers at all.

Maybe we should have a shame file or a user pay set up.

For those who did volunteer a big thanks for helping make our 25th Speedweek a great event.

See you at our next general meeting in Melbourne on the 24th May 2015,
Norm Bradshaw.

New 200mph Club Members

The DLRA would like to congratulate the following guys and gals on their achievement of becoming new 200mph club members. It is an amazing achievement and you are soon to receive your red hats. For those attending the meeting in Victoria, they will be presented to you on the day.

#	Name	Speed	Class
418	Gary Satara	236.733	C/BFMS
425	Ian Wheatley	201.703	C/CGC
444	Dave McLaughlan	205.632	1350 A-G
549	Neil Davis	209.644	B/FMR
747	Tom Rabold	225.479	E/BFMS
996	Mat Lagoon	209.448	B/GMR
1149	Gemma Dunn	234.192	B/FL
1314	Aaron Bradshaw	238.505	B/BFCC

Well done!



VL Commodore V8 DLRA car with log book.

VL Commodore built to comply with E/PRO regulations this car had the E/PRO record from 2010- 2015, also ran in E/GCC and was approximately 1 mph off the record in that class. The car has been prepped to run faster in both classes but unfortunately for me, someone else will have the benefit of that.

The body has VL SS body components to lower the CD efficiency of the vehicle. I have GMH publications and documents to verify the components as SS therefore meeting DLRA regulations for PRO class, these publications and documents will stay with the car. Bolt on/off nose cone and boot that enables the car to run in E/GCC class Safety construction above DLRA is the professionally built roll cage using Molybdenum steel to DLRA and CAMS regulations with documentation, car carries double the amount of fire suppression agent required.

The engine professionally built for race conditions and runs comfortably at 8000 rpm, built to produce high hp at mid to high rpm well in excess of 300hp. Some of the engine features are, fully race prepped block, Bennett Dash 3 alloy heads, specially constructed crankshaft, modified JE forged pistons and rings, 4 bolt main bearings, special sump, performance camshaft, roller rockers etc. Ignition programmable digitized MSD, also an Innovate Data Logger.

Modified front and rear suspension with adjustable front struts and "Z" bars.

Transmission is a tricked up Aussie 4 speed, Holden diff with various crown wheel and pinions ratios.

Goodyear Eagle and Mickey Thompson tyres of various sizes for the car.



Many spares for the car.
Price is a fraction of cost, \$32000 ONO

Contact Max on 0429188281 or max.ellery@hotmail.com

For Sale



World's Fastest Studebaker Avanti C/CGC.

- Former Bonneville record holder at 214mph, Australian record holder at 201.703mph.
- Powered by 358 Yates NASCAR Ford 740hp dry sump/MSD, 6 AL/Tex racing magnesium 4 speed. 9" rear end Goodyear Eagle Salt tyres.
- The whole deal turnkey.
- Super reliable, room for improvement with gearing change.

\$52,000 Call Al Fountain - 0405 021 452

For Sale

Set of;

- 4 Goodyear D2286 Landspeed Tyres
- 28 x 4.5 x 15
- Very good condition
- Located in Victoria

\$2000

Phone Aulis Soderblom on 0428698241 or Dean Soderblom on 0428698241.



If you have anything you want to buy, swap or sell for the next newsletter, send details to gemma.d121@hotmail.com



Below is a couple of emails we received from Chris and Ryan, if anybody is interested or knows anybody that might be, please contact Carol and Rod at secretary@dlra.org.au.

“Hi Rod

Some weeks ago I was talking to Mark from Aussie Speed in S.A. Mark has formed a relationship with Bob Krogdahl, who as you may know builds his own unique engines based on inline six cylinder Holden & Ford engines, twin cam with funky firing orders.

Mark has suggested that Bob would like to get involved with someone to run one of his engines on the salt. As my health is slowly returning & with many unfinished projects in my shed this is something that needs to be passed on.

Should you or any DLRA member be interested please feel free to contact me or Mark for details & contact points

Cheers.

Chris Kaye”

“Hi Norm,

I’ve been a member of the DLRA for a couple of years now, having competed in Speedweek 2014 with a couple of bikes. I’m getting in contact as my business has recently opened a shop in Smith Street, Collingwood, Victoria, and attached to the shop we have a nice open exhibition space. I think Speed Week is an amazing experience and would love to be able to host an exhibition of some of the competing motorcycles from this year’s event as well as previous ones.

If you believe that club members would be willing to put their pride and joy on display for a week or so, and perhaps be involved in an evening where they can chat to people interested in the event and the sport I would be very interested in attempting to organise something, perhaps for June.

I thought I’d contact the club first, I am happy to organise the display with the club or with individual bike owners, whichever works out to be the best option.

Regards,

Ryan Mischkulnig”



2015 SPEEDWEEK RESULTS



This year there was 22 new car records and 56 new motorcycle records.

Official Results of DLRA Speed Week, March 23rd - March 27th 2015 - Paul Lynch, DLRA Chief Timer.

Any application for amendments to these results must be made on the [Results and Records Amendment Form](#).

Contact can also be made by email at record.certification@dlra.org.au

Speeds shown for Monday are all determined to be wind assisted and cannot be considered for record purposes. An announcement to this effect was made at the start of proceedings on the Monday.

- Record Speeds shown 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.
- Timed (Tracks 1 & 2) speeds shown to 3 decimal places, speeds to be confirmed by Timer.
- P.B. (Personal Best) is for that entrant, in that particular class.
- *** = results require further investigation
- - presented at the start line, but did not complete the pass.

TRACK 1 - FINAL RESULTS

Mem #	Name	Veh #	Vehicle	Class	Monday 23/3/15	Tuesday 24/3/15	Wednesday 25/3/15	Thursday 26/3/15	Friday 27/3/15	PB	Record
1	Mike Davidson	5353	Streamliner	XF/BGS						-	Open
2	Andy Jenkins	2	Lakester	K/GL						99.900	Open
3	Rod Hadfield	3	VR Holden Commodore	AA/FAL T		250.243				259.067	259.067
12	Rob Carroll	12	1997 Falcon	E/PRO	155.132	153.912		156.142		138.180	179.928
71	Graham Scott	71	Streamliner	G/GS				126.356	114.257***, 146.873	127.514	127.514
105	Lucky Keizer	105	2000 Streamliner	1000 S-G		0.000				136.467	136.467
135	Phil Cvirn	135	1964 Harley Davidson	1650 MPS-PF	145.755					147.947	147.947
139	Trevor Clare	555	1993 Streamliner	H/GS						200.200	200.200
178	Ronnie	178	2006	1350 M-	176.022	0.000				198.44	198.44

Mem #	Name	Veh #	Vehicle	Class	Monday 23/3/15	Tuesday 24/3/15	Wednesday 25/3/15	Thursday 26/3/15	Friday 27/3/15	PB	Record
	Stayt		Kawasaki ZX12R	F						6	6
178	Ronnie Stayt	9178	2006 Kawasaki ZX12R	1350 MPS-F						154.241	214.874
182	Bill Lenton	774	1996 Mitsubishi Magna	D/BGAL T						-	171.331
187	Greg Butler	187	2012 Lakester	E/FL				155.851		160.908	215.041
194	Bob Bowman	305	1927 Ford Roadster	B/GMR		194.049				179.829	179.829
201	Norm Hardinge	3410	1934 Ford	B/GR	96.548					195.577	195.577
212	Mark Dunn	2212	2012 Lakester	B/GL	231.110	224.874		240.481		208.225	208.225
234	Malcolm Hewett	234	1950 Vincent	1350 A-VG	158.983	166.898		121.976, 96.082		-	Open
237	Ray Cooke	305	1927 Ford Roadster	B/GMR				0		171.159	179.829
241	Mick Hite	241	2003 Buell	1350 A-PG	159.610	152.892, 144.248		150.445, 153.492, 153.485, 153.616	149.197	152.021	152.737
251	Chris Hanlon	7082	Ford F100 1982	D/PP				169.332		-	100.040
252	Steve Morgan	252	1989 Toyota	D/MMP	150.639					152.654	152.654
253	John Dent	253	Belly Tank	A/GL	203.747	249.394			255.646	-	220.629
272	Lionel West	3	VR Holden Commodore	AA/FAL T	273.203					254.291	259.067
282	Gary Baker	282	Special Construction	1000 A-BF						143.609	143.609
295	Norm Bradshaw	295	1998 Ford	B/BGC					234.650	250.906	250.906
304	Stuart Penn	304	1955 Vincent	1000 APS-VBF						-	Open
329	Gary Brennan	12	1997 Falcon	E/PRO		127.204		155.152	149.316	-	179.928

Mem #	Name	Veh #	Vehicle	Class	Monday 23/3/15	Tuesday 24/3/15	Wednesday 25/3/15	Thursday 26/3/15	Friday 27/3/15	PB	Record
331	Adrian Reid	331	2005 Ford	C/PROU						179.569	179.569
331	Adrian Reid	9331	2005 Ford	C/FALTU						-	Open
322	Greg White	9295	1998 Ford	B/BFCC				217.773		-	Open
363	Tony Cooke	363	Falcon Ute	C/BFCU						-	210.526
365	Trent Clare	555	1993 Streamliner	H/GS		181.324, 0				156.000	200.200
366	Colin Percy	555	1993 Streamliner	H/GS	182.918					125.000	200.200
367	Mark Love	367	1992 Chev Camaro	AA/FAL T				0.000		-	259.067
371	Grant Schlien	371	2003 Suzuki	1350 P-P				209.839		203.504	203.504
371	Grant Schlien	9880	2008 Suzuki	1350 APS-F				191.327	221.206	-	210.995
379	Greg Watters	379	2003 Suzuki	1650 APS-BG					209.035	207.876	207.876
390	Daryl Chalmers	96	1996 EF Falcon	D/PRO	94.861	TF, 214.298 212.089		214.209	211.752	211.528	211.528
411	Bill Brice	411	750cc Harley Sidevalve	500 MV-G	110.270					106.002	106.002
411	Bill Brice	9411	250 Harley Sidevalve	250 M-VG						-	Open
418	Gary Satara	379	1984 Jaguar XJS	C/BFMS	224.874	236.733				182.408	182.408
425	Ian Wheatley	646	1971 Avanti Coupe	C/CGC		184.805 (SPIN)		201.703		184.030	200.512
429	Tom Carroll	12	1997 Falcon	E/PRO		122.001		155.032, 151.393		-	179.928
444	Dave McLachlan	444	Bones Speed 2013	1350 A-G		198.260		0, 205.632		184.758	187.656
444	Dave McLachlan	9444	2014 TPV	1350 A-PF		0.000		0.000, 179.991		-	Open
446	Lachlan Tucker-Powditch	446	1998 Moriwaki	100 APS-G	92.077, 92.655				90.873, 90.741***	-	89.706
454	Jeff Lemon	454	2012	1650						182.28	182.28

Mem #	Name	Veh #	Vehicle	Class	Monday 23/3/15	Tuesday 24/3/15	Wednesday 25/3/15	Thursday 26/3/15	Friday 27/3/15	PB	Record
			Kawasaki	MPS-F						8	8
454	Jeff Lemon	9454	2012 Kawasaki	1650 M-F						-	Open
466	Adam Pickles	295	1998 Ford	B/BGC						-	250.906
471	John Viles	252	1989 Toyota	D-MMP		130.241				117.248	152.654
473	Allan Scott	646	1971 Avanti Coupe	C/CGC	206.612			193.382		183.533	200.512
484	Bob (Tiny) Lambert	484	1980 Honda CBR250R MC19	250 A-BF	110.328					-	Open
495	Kim Krebs	379	2003 Suzuki	1650 APS-BF				164.647	163.640	-	Open
496	Dylan Hudson	496	2012 Honda CBR 250R	250 P-P	62.599	82.529				-	106.951
522	Blake Clare	555	1993 Streamliner	H/FS						178.456	200.200
549	Neil Davis	3410	1934 Ford	B/FMR				209.644		185.672	185.672
572	Michael Riddell	572	2002 Honda Postie Bike	125 APS-F						-	Open
594	Alen Shephard	594	1962 E Type Jag	E/GT						146.032	161.870
601	Alan Lacey	601	1990 XF Falcon	C/GC		164.624				146.000	198.621
612	John Ladbrook Snr	612	1988 Suzuki GSXR	500 MPS-BF						-	Open
618	Eddy Garner	618	1999 Suzuki Hayabusa	1350 MPS-G				185.233, 185.768		122.649	218.433
618	Eddy Garner	9618	2000 Harley	2000 M-PG	124.335**	140.873				-	Open
624	Chris Bryson	624	2001 Suzuki	1350 M-G	206.564	192.503, 0		202.714		194.774	194.774
627	Donald Shields	627	2006 Kawasaki Z14	1650 MPS-G				164.956		-	217.443
642	Phil Shephard	642	1962 E Type Jag	E/GT	167.123	170.068				161.870	161.870
643	Steven	643	1981Kawas	1350	141.922					140.00	218.43

Mem #	Name	Veh #	Vehicle	Class	Monday 23/3/15	Tuesday 24/3/15	Wednesday 25/3/15	Thursday 26/3/15	Friday 27/3/15	PB	Record
	Harkness		aki GPZ 1100	MPS-G						0	3
645	Terry Coles	645	1987 Harley Davidson	1350 M-PG	119.380					121.163	153.714
658	Kathryn Hanlon	7083	Ford F100 1982	D/PP		127.402		161.871, 157.233		-	100.040
667	James Bragg	667	1986 Harley Davidson Sportster	1350 APS-PF				178.368, 180.587	168.374	-	Open
671	Alan Blackwood	671	1999 Triumph	1000 MPS-G	176.644	169.117		172.952, 175.208, 173.077		172.340	188.442
691	Malcolm Brice	691	750cc Harley Sidevalve	500 M-G	110.433					-	98.444
691	Malcolm Brice	9691	750cc Harley Sidevalve	750 M-VG						-	72.407
692	Tharon Hart	692	1990 Holden Commodore	E/PRO	184.843	185.471, 182.648		187.784		174.970	179.928
708	Stephen Bridge	708	Ford F100 1982	D/PP		131.291			159.271	-	100.040
732	Stuart Hooper	732	1959 Velocette	650 APS-PBF	175.208			183.702 , 177.515	168.840	183.374	183.374
735	Paul Powditch	735	2011 Suzuki	1000 MPS-G	198.544, 193.363	0, 188.363, 186.172		191.306, 192.364 , 191.398	185.854, 184.303***	-	188.442
739	Stephen Finn	739	1977 Suzuki GT750B	750 M-G	157.043	0				137.715	149.377
747	Tom Rabold	747	2003 Bullet SS Roadster	E/BFMS	229.051	225.479				-	Open
763	Phillip Fairey	763	2004 Suzuki	1350 MPS-BG	187.023	179.283		185.347, 186.422, 173.846, 190.144		182.426	223.325
767	Peter Warren	767	2015 Bellytank	C/GL						-	178.882
774	John Ogilvie	182	1996 Mitsubishi Magna	D/BGALT		0.000				110.000	171.331
780	Michael	780	Ford Ute	C/BFCU	0,					210.52	210.52

Me m #	Name	Veh #	Vehicle	Class	Monday 23/3/15	Tuesday 24/3/15	Wednesday 25/3/15	Thursday 26/3/15	Friday 27/3/15	PB	Recor d
	Brixton									6	6
783	Ken Robinson	783	2008 Suzuki Hayabusa	1350 MPS-G	236.220	219.071, 215.015		232.889		218.43 3	218.43 3
783	Ken Robinson	9783	2014 Yamaha V Max	2000 P- P				166.190		-	120.35 3
784	Peter Code	784	2000 Kawasaki	1350 MPS-G	208.068	193.330		193.590	182.426	188.90 7	218.43 3
805	Shane Gaghan	805	1996 Suzuki	750 APS-BG		188.957		187.110	163.362	-	Open
816	Josh Schuit	816	1981	1000 MPS- PG	155.575	154.228				146.38 9	146.38 9
816	Josh Schuitt	9816	BMW	1000 A- PG	0,					-	164.32 3
816	Josh Schuitt	8816	BMW	1000 M- PG					140.376***	148.19 1	148.19 1
850	Phil Eggleston	850	1966 Triumph 800	1000 APS-PF	125.799	137.910				-	Open
850	Phil Eggleston	9850	1966 Triumph 800	1000 A- PF				88.522		-	Open
866	Peter Healy	866	2012 AMS	250 APS-G						118.56 1	118.56 1
875	Kurt Dunn	2212	2012 Lakester	B/GL	236.422			238.221		193.26 8	208.22 5
880	Mark Clifford	880	2008 Suzuki	1350 APS-F	124.991			166.736		-	210.99 5
880	Mark Clifford	4947	2011 Triumph	3000 P- P	124.911* **	0.000				-	Open
880	Mark Clifford	9494 7	2011 Triumph	3000 M- G					124.866	-	Open
889	Steve Kell	889	1981 Honda CX500T	500 P- PPB	135.969					-	Open
889	Steve Kell	9889	1982 Honda CX650	750 M- PG						-	149.37 7
889	Steve Kell	8889	1981 Honda	500 MPS-BF						-	Open
898	Wayne Godwin	9763	1988 Suzuki	1350 M- G						-	194.77 4
913	Peter Curran	913	1962 Cheney 500	500 A- PG						-	Open

Mem #	Name	Veh #	Vehicle	Class	Monday 23/3/15	Tuesday 24/3/15	Wednesday 25/3/15	Thursday 26/3/15	Friday 27/3/15	PB	Record
			Jawa ESO								
913	Peter Curran	9913	1970 Honda	500 M-G				72.594		-	98.444
921	John Davey	921	1974 Triumph Trident	750 M-PG	128.834					121.074	121.074
927	Malcolm Lawrence	927	2013 Suzuki Hayabusa	1350 P-P						-	203.504
928	David Bolger	928	1990 Suzuki	250 MPS-F						-	109.117
936	Scott Noonan	936	1998 Suzuki	250 P-P						106.951	106.951
944	Shane Ciccozzi	944		A-PF							
959	John Moss	959	1954 Triumph	650 M-VG		110.626				110.667	110.667
967	Brad Tindale	967	1962 E Type Jag	E/GT						138.000	161.870
970	Paul Chapman	970	2003 Honda 1300	1350 M-G		146.199				-	194.774
971	Charles Findlay	971	1971 Volkswagen								
974	Bob Burgess	974	2012 Home made	I/GL						105.291	105.291
980	Vaughn Shaddock	980	2008 Yamaha	500 M-F	115.101	111.666				-	Open
983	Kevin Geoffrey	9295	1998 Ford	B/BFCC				152.497, 221.907		-	Open
989	John Flintoft	989	1995 Ducati	1000 MPS-G						-	188.442
996	Mat Lagoon	93410	1934 Ford	B/GMR		186.625		209.448		179.113	179.829
1016	John Kirchner	1016	1981 Suzuki 1100	1350 MPS-G						137.000	218.433
1022	Mark Daley	1022	1995	650 M-G	99.097				98.904	-	Open
1034	Tom Noack	32	1993 Holden Commodore	C/GC	205.409	199.490				189.723	198.621
1049	Greg Telford	1049	Special 2015	XO/GL						-	Open

Mem #	Name	Veh #	Vehicle	Class	Monday 23/3/15	Tuesday 24/3/15	Wednesday 25/3/15	Thursday 26/3/15	Friday 27/3/15	PB	Record
1054	Edward Sharouni	1054	1988 Suzuki GSX-R	1350 MPS-G	176.220	169.964		178.421, 180.397, 180.018	170.334, 151.434***	179.820	218.433
1066	Graeme Bickle	1291	2009 Hyosung	650 APS-G						-	75.917
1078	Glenn Torrens	1078	1973 VW Beetle	G/PRO					121.993, 0	124.352	140.274
1079	Neil Bromley	1079	1950 BSA	350 P-PV						84.211	84.211
1080	Mike Adi	1080	2003 Suzuki	1350 MPS-G	205.058, 204.755	203.218, 197.163		202.077, 204.336	201.816	199.126	218.433
1083	Ron Davis	1083	1980 Kawasaki 440	500 M-G	115.787					-	98.444
1098	Gilbert Bailey	1098	2013 Homebuilt	1350 A-BG						-	Open
1106	Steven Main	91106	200 Holden VT	E/BFAL T	200.781					-	Open
1109	Charlie Waters	1109	1984 Kawasaki	125 A-G					0	97.800	100.502
1126	Ron Hook	9295	1998 Ford	B/BFCC					178.059, 230.917	-	Open
1127	Samantha Petersen	1127		1350 P-P				169.396, 182.547	184.710	-	203.504
1128	Scott Lewis	1183	1979 Ford Escort	G/PRO					111.064	109.000	127.551
1129	Rachelle Bown	1129	1994 Subaru	G/PS						129.000	Open
1130	Christian Roberts	1130	1964 Ford	E/CPR O		117.747				-	Open
1131	Chris Bown	1130	1964 Ford	F/CPRO						-	122.808
1148	Mark Reniers	1106	2000 VT Holden Commodore	E/PS	197.423	191.316		189.175		178.527	181.736
1149	Gemma Dunn	92212	Lakester 2012	B/FL		231.377		234.192		-	201.320
1154	Juris Ozolins	1154	2008 SACHS	125 M-F	68.039	64.655				-	Open
1157	James Gunn	1157	1995 Ford Falcon	E/BGC						-	Open

Mem #	Name	Veh #	Vehicle	Class	Monday 23/3/15	Tuesday 24/3/15	Wednesday 25/3/15	Thursday 26/3/15	Friday 27/3/15	PB	Record
1160	Bob Telford	1049	Special 2015	XO/GL						-	Open
1171	Arthur Demain	746	1988 Toyota Corolla	Ω/E						-	Open
1173	David Plecas	1173	1992 Honda CT110	125 A-BF						111.476	111.476
1179	Chris Swift	1179	1981 Honda	500 M-G						78.479	98.444
1183	Craig Jerico	1183	1979 Ford Escort	G/PRO						127.551	127.551
1185	Dave Roseworne	367	1992 Chevrolet Camaro	B/GALT	208.720					-	179.901
1186	David Moore	91186	2008 Suzuki	1000 MPS-F	200.758	<u>190.739</u> , 187.607				186.210	186.210
1186	David Moore	71186	2008 Suzuki	1000 M-F				<u>183.852</u> , 181.690		-	Open
1186	David Moore	81186	2008 Suzuki	1000 M-G				<u>175.481</u>	173.137, 167.411***	-	172.34
1193	Don Ogilvie	182	1996 Mitsubishi Magna	D/BGAL T						-	171.331
1195	Neil McLeod	1299	HBR Salt Special	350 APS-VG	78.501***				73.327	-	77.532
1200	Dion Higgins	1200	2013 Trike	TO	0.000	127.782		161.958, 157.095		-	TO
1203	Rebecca Robinson	9783	2014 Yamaha VMax	2000 M-G	137.889	144.881, <u>150.445</u>				-	Open
1207	Chad Coombe	1207	2011 Suzuki	750 MPS-G		175.798		174.605, 179.991***, 181.919, 179.650		174.639	187.373
1215	Ian Robinson	1215	2009 Aprilia	125 MPS-G	94.637	<u>101.283</u>				-	Open
1218	Jean-Paul Afflick	1218	2006 Honda	100 APS-BF		0.000		<u>109.589</u>		94.583	94.583
1221	John Dwyer	1221	2001 Honda	175 P-P	95.309	0, 94.364***				-	90.269
1225	Nic Montagu	1225	1972 Suzuki	500 M-F						-	Open

Mem #	Name	Veh #	Vehicle	Class	Monday 23/3/15	Tuesday 24/3/15	Wednesday 25/3/15	Thursday 26/3/15	Friday 27/3/15	PB	Record
1225	Nic Montagu	81225	1972 Suzuki	500 M-G						-	98.444
1225	Nic Montagu	91225	1965 Yamaha	250 APS-G						-	118.561
1228	Tony Brearley	1228	2008 Yamaha 1670 MT-01	2000 P-PP	127.443	146.885				-	Open
1228	Tony Brearley	91228	2008 Yamaha 1670 MT-01	2000 M-PG				153.224		-	129.449
1231	Richard Bridge	708	Ford F100 1982	D/PP	135.293			160.664		-	100.040
1232	Bede Norton	974	2012 Home made	I/GL	110.772					75.900	105.291
1233	John Hansen	1233	2011 Hyosung	650 MPS-G	122.334			145.196, 120.116		141.515	161.812
1239	Mitchell Afflick	1239	2006 Honda	100 A-BF	107.395			99.272	0, <u>106.690</u>	93.884	93.884
1240	Peter Birthisel	1240	1926 Indian Altoona	1350 M-VF	135.206	148.051				-	158.730
1245	William Hewton	1245	1972 Yamaha	125 M-G						78.833	78.833
1246	Darryn Weeks	32	1993 Holden Commodore	C/GC		170.576		112.108, 180.442		152.000	198.621
1258	Graeme Weston	1258	2000 Yamaha	1000 MPS-G	118.472	175.584		190.617, 187.149, 184.833	175.174	-	188.442
1259	Mark Cunningham	1259	1996 Harley Davidson	2000 M-PG						-	129.449
1265	Shannon Neyland	1200	2013 Trike	TO		TF		155.333		-	TO
1268	Raymond Crathern	1049	Special 2015	XO/GL					104.384	-	Open
1271	Martin Hobson	1271	1982 Triumph 750	750 MPS-PG	125.804	125.117, 118.981***				-	Open
1271	Martin Hobson	91271	1976 Honda	175 MPS-F				0.000		-	Open
1274	Corey Buttgieg	1274	2015 Harley Davidson	2000 MPS-F						-	Open

Mem #	Name	Veh #	Vehicle	Class	Monday 23/3/15	Tuesday 24/3/15	Wednesday 25/3/15	Thursday 26/3/15	Friday 27/3/15	PB	Record
1274	Corey Buttgieg	91274	2015 Harley Davison	2000 MPS-PG	0.000					-	Open
1279	Colin Jones	1279	2015 Harley Davidson	2000 P-P	68.745, 144.543	141.415				-	120.353
1279	Colin Jones	91279	2015 Harley Davidson	2000 P-PP						-	Open
1282	Jason Edwards	1282	2002 Ducati	750 APS-G						-	127.325
1283	Paul Macleod	1283	2001 Honda	175 P-P	96.704					-	90.269
1283	Paul Macleod	91283	2001 Honda	175 MPS-G				115.233	111.459, 109.349	-	97.834
1291	Martin Powditch	1291	2008 Hyosung	650 APS-G	127.949					-	75.917
1293	Peter Conray	1293	2014 Ducati	1350 P-P						-	203.504
1294	Elliot Andrews	1294	2014 Harley Davidson	2000 M-PF	130.326, 154.257	139.152				-	Open
1294	Elliot Andrews	91294	2014 Harley Davidson	2000 M-PG						-	129.449
1295	Terry Allinson	1295	1984 Yamaha	350 P-P						-	84.211
1296	Simon Willgoose	1296	1998 VFR Honda	1000 M-G					154.608	-	172.340
1299	Fred Holland	1299	HBR Salt Special	350 APS-VG						-	77.532
1300	Robert Lindsay	1186	2013 Suzuki Hayabusa	1350 MPS-F	131.672, 130.672	180.678, 195.027		0, 200.000, 191.652, 190.819		-	214.874
1304	Matt Clifford	91304	2014 Suzuki	650 MPS-F	107.866				159.773	-	Open
1304	Matt Clifford	1304	1994 Suzuki	250 P-P	107.860	0.000				-	106.951
1308	Peter Cvejic	1308	1998 Kawasaki	125 M-G	100.304					-	78.833
1309	Jonathan Greendale	1309	2013 Kawasaki	1650 MPS-G		120.164		194.784	198.763	-	217.443
1310	Robert Cavallo	1310								-	
1311	Ross	1311	2008	1000 M-	125.703	149.626				-	Open

Mem #	Name	Veh #	Vehicle	Class	Monday 23/3/15	Tuesday 24/3/15	Wednesday 25/3/15	Thursday 26/3/15	Friday 27/3/15	PB	Record
1	Osborne		Triumph	F							
131 2	Adrian Braun	1312	1987 BMW	1000 M- PG	125.414					-	148.19 1
131 3	Bronwyn Kealy	1313	2010 Honda	125 P-P	84.155					-	Open
131 4	Aaron Bradshaw	9295	1998 Ford	B/BFCC		160.499		238.505***		-	Open
131 7	Marco Visentin	1157	1995 Ford Falcon	E/BGC						-	Open
131 8	Nigel Petrie	1318	2015 Custom	350 A-G	122.37					-	Open
131 9	Lee Dickens	1134	1989 Honda 250 R	125 P-P						-	Open
131 9	Lee Dickens	1319	1994 CRM Honda	250 M- G						-	99.042
131 9	Lee Dickens	974	2012 Homemade	I/GL		92.942				-	105.29 1
132 0	Peter Biddiss	1320	2013 Skyteam Ace	175 M- PG					73.677, 0, 73.215	-	
132 3	Jamie McGregor	1323	1969 Honda	750 MG	92.667	123.495		100.273		-	149.37 7
133 0	Shane Benson	9253	Belly tank	A/GL				160.650***, 0***, 193.050***		-	Open
133 1	Chad Neyland	1200	2013 Trike	TO					105.288	-	TO

TRACK 2 - FINAL RESULTS

* listed on sheet but no time shown.

- presented at the startline, but did not complete the pass.

Mem #	Name	Veh #	Vehicle	Class	Monday 23/3/15	Tuesday 24/3/15	Wednesday 25/3/15	Thursday 26/3/15	Friday CLOSED	PB	Record
1	Mike Davidson	5353	Streamliner	XF/BGS						-	Open
2	Andy Jenkins	2	Lakester	K/GL						99.9	Open
3	Rod Hadfield	3	VR Holden Comodore	AA/FALT						259.06 7	259.06 7
12	Rob Carroll	12	1997 Falcon	E/PRO						138.18	179.92 8

Mem #	Name	Veh #	Vehicle	Class	Monday 23/3/15	Tuesday 24/3/15	Wednesday 25/3/15	Thursday 26/3/15	Friday CLOSED	PB	Record
71	Graham Scott	71	Streamliner	G/GS				*		127.51 4	127.51 4
105	Lucky Keizer	105	2000 Streamliner	1000 S-G						136.46 7	136.46 7
135	Phil Cvirn	135	1964 Harley Davidson	1650 MPS-PF						147.94 7	147.94 7
139	Trevor Clare	555	1993 Streamliner	H/GS						200.2	200.2
178	Ronnie Stayt	178	2006 Kawasaki ZX12R	1350 M-F						198.44 6	198.44 6
178	Ronnie Stayt	9178	2006 Kawasaki ZX12R	1350 MPS-F						154.24 1	214.87 4
182	Bill Lenton	774	1996 Mitsubishi Magna	D/BGAL T						-	171.33 1
187	Greg Butler	187	2012 Lakester	E/FL	150.408					160.90 8	215.04 1
194	Bob Bowman	305	1927 Ford Roadster	B/GMR						179.82 9	179.82 9
201	Norm Hardinge	3410	1934 Ford	B/GR						195.57 7	195.57 7
212	Mark Dunn	2212	2012 Lakester	B/GL						208.22 5	208.22 5
234	Malcolm Hewett	234	1950 Vincent	1350 A-VG						-	Open
237	Ray Cooke	305	1927 Ford Roadster	B/GMR						171.15 9	179.82 9
241	Mick Hite	241	2003 Buell	1350 A-PG						152.02 1	152.73 7
251	Chris Hanlon	7082	Ford F100 1982	D/PP						-	100.04
252	Steve Morgan	252	1989 Toyota	D/MMP						152.65 4	152.65 4
253	John Dent	253	Belly Tank	A/GL						-	220.62 9
272	Lionel West	3	VR Holden Commodore	AA/FALT						254.29 1	259.06 7
282	Gary Baker	282	Special Construction	1000 A-BF						143.60 9	143.60 9

Me m #	Name	Veh #	Vehicle	Class	Monday 23/3/15	Tuesday 24/3/15	Wednesday 25/3/15	Thursday 26/3/15	Friday CLOSED	PB	Record
295	Norm Bradshaw	295	1998 Ford	B/BGC						250.90 6	250.90 6
304	Stuart Penn	304	1955 Vincent	1000 APS- VBF	119.747					-	Open
329	Gary Brennan	12	1997 Falcon	E/PRO						-	179.92 8
331	Adrian Reid	331	2005 Ford	C/PROU						179.56 9	179.56 9
331	Adrian Reid	9331	2005 Ford	C/FALTU						-	Open
322	Greg White	9295	1998 Ford	B/BFCC						-	Open
363	Tony Cooke	363	Falcon Ute	C/BFCU						-	210.52 6
365	Trent Clare	555	1993 Streamliner	H/GS						156	200.2
366	Colin Percy	555	1993 Streamliner	H/GS						125	200.2
367	Mark Love	367	1992 Chev Camaro	AA/FALT						-	259.06 7
371	Grant Schlien	371	2003 Suzuki	1350 P-P						203.50 4	203.50 4
371	Grant Schlien	9880	2008 Suzuki	1350 APS-F						-	210.99 5
379	Greg Watters	379	2003 suzuki	1650 APS-BG				125.216, 137.506, 174.159		207.87 6	207.87 6
390	Daryl Chalmers	96	1996 EF Falcon	D/PRO						211.52 8	211.52 8
411	Bill Brice	411	750cc Harley Sidevalve	500 MV- G		105.505, 102.423	102.423	*, 101.088		106.00 2	106.00 2
411	Bill Brice	9411	250 Harley Sidevalve	250 M- VG				63.009		-	Open
418	Gary Satara	379	1984 Jaguar XJS	C/BFMS						182.40 8	182.40 8
425	Ian Wheatley	646	1971 Avanti Coupe	C/CGC						184.03	200.51 2
429	Tom Carroll	12	1997 Falcon	E/PRO						-	179.92 8
444	Dave McLachlan	444	Bones Speed 2013	1350 A- G						184.75 8	187.65 6

Me m #	Name	Veh #	Vehicle	Class	Monday 23/3/15	Tuesday 24/3/15	Wednesday 25/3/15	Thursday 26/3/15	Friday CLOSED	PB	Record
444	Dave McLachlan	9444	2014 TPV	1350 A- PF						-	Open
446	Lachlan Tucker- Powditch	446	1998 Moriwaki	100 APS-G		91.161, 91.326		91.700 , 91.455		-	89.706
454	Jeff Lemon	454	2012 Kawasaki	1650 MPS-F						182.28 8	182.28 8
454	Jeff Lemon	9454	2012 Kawasaki	1650 M- F						-	Open
466	Adam Pickles	295	1998 Ford	B/BGC						-	250.90 6
471	John Viles	252	1989 toyota	D/MMP						117.24 8	152.65 4
473	Allan Scott	646	1971 Avanti Coupe	C/CGC						183.53 3	200.51 2
484	Bob (Tiny) Lambert	484	1980 Honda CBR250R MC19	250 A- BF						-	Open
495	Kim Krebs	495	1997 Suzuki	750 MPS-BF						183.49 6	183.49 6
496	Dylan Hudson	496	2012 Honda CBR 250R	250 P-P		91.011		*		-	106.95 1
522	Blake Clare	555	1993 Streamliner	H/FS						178.45 6	200.2
549	Neil Davis	3410	1934 Ford	B/FMR						185.67 2	185.67 2
572	Michael Riddell	572	2002 Honda Postie Bike	125 APS-F		128.533 , DNF		78.509, -		-	Open
594	Alen Shephard	594	1962 E Type Jag	E/GT						146.03 2	161.87
601	Alan Lacey	601	1990 XF Falcon	C/GC						146	198.62 1
612	John Ladbrook Snr	612	1988 Suzuki GSXR	500 MPS-BF						-	Open
618	Eddy Garner	618	1999 Suzuki Hayabusa	1350 MPS-G		145.381				122.64 9	218.43 3
618	Eddy Garner	9618	2000 Harley	2000 M- PG						-	Open
624	Chris Bryson	624	2001 Suzuki	1350 M- G						194.77 4	194.77 4

Mem #	Name	Veh #	Vehicle	Class	Monday 23/3/15	Tuesday 24/3/15	Wednesday 25/3/15	Thursday 26/3/15	Friday CLOSED	PB	Record
627	Donald Shields	627	2006 Kawasaki Z14	1650 MPS-G		118.889, 157.521		*		-	203.50 4
642	Phil Shephard	642	1962 E Type Jag	E/GT						161.87	161.87
643	Steven Harkness	643	1981 Kawasaki GPZ 1100	1350 MPS-G		137.231				140	218.43 3
645	Terry Coles	645	1987 Harley Davidson	1350 M-PG						121.16 3	153.71 4
658	Kathryn Hanlon	7083	Ford F100 1982	D/PP						-	100.04
667	James Bragg	667	1986 Harley Davidson Sportster	1350 APS-PF	DNF					-	Open
671	Alan Blackwood	671	1999 Triumph	1000 MPS-G						172.34	172.34
691	Malcolm Brice	691	750cc Harley Sidevalve	500 M-G						-	98.444
691	Malcolm Brice	9691	750cc Harley Sidevalve	750 M-VG		99.257	109.509			-	72.407
692	Tharon Hart	692	1990 Holden Commodore	E/PRO						174.97	179.92 8
708	Stephen Bridge	708	Ford F100 1982	D/PP						-	100.04
732	Stuart Hooper	732	1959 Velocette	650 APS-PBF						183.37 4	183.37 4
735	Paul Powditch	735	2011 Suzuki	1000 MPS-G						-	188.44 2
739	Stephen Finn	739	1977 Suzuki GT750B	750 M-G						137.71 5	149.37 7
747	Tom Rabold	747	2003 Bullet SS Roadster	E/BFMS						-	Open
763	Phillip Fairey	763	2004 Suzuki	1350 MPS-BG						182.42 6	223.32 5
767	Peter Warren	767	2015 Bellytank	C/GL						-	178.88 2
774	John Ogilvie	182	1996 Mitsubishi Magna	D/BGAL T	126.852					110	171.33 1
780	Michael Brixton	780	Ford Ute	C/BFCU						210.52 6	210.52 6

Mem #	Name	Veh #	Vehicle	Class	Monday 23/3/15	Tuesday 24/3/15	Wednesday 25/3/15	Thursday 26/3/15	Friday CLOSED	PB	Record
783	Ken Robinson	783	2008 Suzuki Hayabusa	1350 MPS-G						218.433	218.433
783	Ken Robinson	9783	2014 Yamaha V Max	2000 P-P						-	120.353
784	Peter Code	784	2000 Kawasaki	1350 MPS-G						188.907	218.433
805	Shane Gaghan	805	1996 Suzuki	750 APS-BG						-	Open
816	Josh Schuit	816	1981	1000 MPS-PG						146.389	146.389
816	Josh Schuitt	9816	BMW	1000 A-PG		126.982		* , * , * , * , 139.777, 133.379, - 143.937		-	164.323
816	Josh Schuitt	8816	BMW	1000 M-PG							
850	Phil Eggleston	850	1966 Triumph 800	1000 APS-PF						-	Open
850	Phil Eggleston	9850	1966 Triumph 800	1000 A-PF						-	Open
866	Peter Healy	866	2012 AMS	250 APS-G		121.694				118.561	118.561
875	Kurt Dunn	2212	2012 Lakester	B/GL						193.268	208.225
880	Mark Clifford	880	2008 Suzuki	1350 APS-F						-	210.995
880	Mark Clifford	4947	2011 Triumph	3000 P-P		124.157				-	Open
880	Mark Clifford	94947	2011 Triumph	3000 M-G						-	Open
889	Steve Kell	889	1981 Honda CX500T	500 P-PPB				129.233		-	Open
889	Steve Kell	9889	1982 Honda CX650	750 M-PG		128.474		130.589		-	149.377
889	Steve Kell	8889	1981 Honda	500 MPS-BF				132.960		-	Open
898	Wayne Godwin	9763	1988 Suzuki	1350 M-G		98.119, 103.833	103.833	103.833, * , * , 98.075, 101.066, 101.786, 104.804,		-	194.774

Me m #	Name	Veh #	Vehicle	Class	Monday 23/3/15	Tuesday 24/3/15	Wednesday 25/3/15	Thursday 26/3/15	Friday CLOSED	PB	Record
								104.069			
913	Peter Curran	913	1962 Cheney 500 Jawa ESO	500 A- PG				-		-	Open
913	Peter Curran	9913	1970 Honda	500 M-G						-	98.444
921	John Davey	921	1974 Triumph Trident	750 M- PG		102.043				121.07 4	121.07 4
927	Malcolm Lawrence	927	2013 Suzuki Hayabusa	1350 P-P						-	203.50 4
928	David Bolger	928	1990 Suzuki	250 MPS-F		DNF				-	109.11 7
936	Scott Noonan	936	1998 Suzuki	250 P-P				127.46, 133. 606		106.95 1	106.95 1
944	Shane Ciccozzi	944		APF	117.968						
959	John Moss	959	1954 Triumph	650 M- VG		119.002				110.66 7	110.66 7
967	Brad Tindale	642	1962 E Type Jag	E/GT				135.166		138	161.87
970	Paul Chapman	970	2003 Honda 1300	1350 M- G		149.598				-	194.77 4
971	Charles Findlay	971	1971 Vokswagen								
974	Bob Burgess	974	2012 Home made	I/GL		105.563		*		105.29 1	105.29 1
980	Vaughn Shaddock	980	2008 Yamaha	500 M-F		109.950				-	Open
983	Kevin Geoffrey	9295	1998 Ford	B/BFCC						-	Open
989	John Flintoft	989	1995 Ducati	1000 MPS-G		115.442		129.951		-	188.44 2
996	Mat Lagoon	9341 0	1934 Ford	B/GMR						179.11 3	179.82 9
1016	John Kirchner	1016	1981 Suzuki 1100	1350 MPS-G		131.562				137	218.43 3
1022	Mark Daley	1022	1995	650 M-G		DNF		96.691, 100.088, *, 102.146, 102 .749		-	Open
1034	Tom Noack	32	1993 Holden	C/GC						189.72	198.62

Mem #	Name	Veh #	Vehicle	Class	Monday 23/3/15	Tuesday 24/3/15	Wednesday 25/3/15	Thursday 26/3/15	Friday CLOSED	PB	Record
			Comodore							3	1
1049	Greg Telford	1049	Special 2015	XO/GL		106.341		103.969		-	Open
1054	Edward Sharouni	1054	1988 Suzuki GSX-R	1350 MPS-G						179.82	218.43 3
1066	Graeme Bickle	1291	2009 Hyosung	650 APS-G						-	75.917
1078	Glenn Torrens	1078	1973 VW Beetle	G/PRO	TF	-, 51.544		*, -, 114.618, *		124.35 2	140.27 4
1079	Neil Bromley	1079	1950 BSA	350 P- PV		82.193, 0		*, *, *, 88.650 , 88.439		84.211	84.211
1080	Mike Adi	1080	2003 Suzuki	1350 MPS-G						199.12 6	218.43 3
1083	Ron Davis	1083	1980 Kawasaki 440	500 M-G		TF, - ,				-	98.444
1098	Gilbert Bailey	1098	2013 Homebuilt	1350 A- BG						-	Open
1106	Steven Main	9110 6	200 Holden VT	E/BFALT						-	Open
1109	Charlie Waters	1109	1984 Kawasaki	125 A-G		83.596, 90.298	DNF	*, -, *, 52.837, *, *, -		97.8	100.50 2
1126	Ron Hook	9295	1998 Ford	B/BFCC						-	Open
1127	Samantha Petersen	1127		P-P 1350		117.142, 153.309				-	203.50 4
1128	Scott Lewis	1183	1979 Ford Escort	G/PRO			112.208	112.08, 111.136, -		109	127.55 1
1129	Rachelle Bown	1129	1994 Subaru	G/PS						129	Open
1130	Christian Roberts	1130	1964 Ford	E/CPRO		112.679	122.679	122.390		-	Open
1131	Chris Bown	1130	1964 Ford	F/CPRO	115.920					-	122.80 8
1148	Mark Reniers	1106	2000 VT Holden Comodore	E/PS						178.52 7	181.73 6
1149	Gemma Dunn	9221 2	Lakester 2012	B/FL						-	201.32
1154	Juris Ozolins	1154	2008 SACHS	125 M-F		64.712				-	Open

Me m #	Name	Veh #	Vehicle	Class	Monday 23/3/15	Tuesday 24/3/15	Wednesday 25/3/15	Thursday 26/3/15	Friday CLOSED	PB	Record
1157	James Gunn	1157	1995 Ford Falcon	E/BGC				103.684		-	Open
1160	Bob Telford	1049	Special 2015	XO/GL				104.953		-	Open
1171	Arthur Demain	746	1988 Toyota Corolla	Q/E				36.331		-	Open
1173	David Plecas	1173	1992 Honda CT110	125 A- BF		DNF		*, *		111.47 6	111.47 6
1179	Chris Swift	1179	1981 Honda	M-G 500		0, 92.516		*		78.479	98.444
1183	Craig Jerico	1183	1979 Ford Escort	G/PRO		95.097, 112.208		103.47, 114.495, 114.977		127.55 1	127.55 1
1185	Dave Rosewarne	367	1992 Chevrolet Camaro	B/GALT						-	179.90 1
1186	David Moore	9118 6	2008 Suzuki	1000 MPS-F						186.21	186.21
1186	David Moore	8118 6	2008 Suzuki	1000 M- G						-	172.34
1193	Don Ogilvie	182	1996 Mitsubishi Magna	D/BGAL T						-	171.33 1
1195	Neil McLeod	1299	HBR Salt Special	350 APS-VG	78.501			*, 75.040, 80.824		-	77.532
1200	Dion Higgins	1200	2013 Trike	TO						-	-
1203	Rebecca Robinson	9783	2014 Yamaha VMax	2000 M- G						-	Open
1207	Chad Coombe	1207	2011 Suzuki	750 MPS-G						174.63 9	187.37 3
1215	Ian Robinson	1215	2009 Aprilia	125 MPS-G				*		-	Open
1218	Jean-Paul Afflick	1218	2006 Honda	100 APS-BF						94.583	94.583
1221	John Dwyer	1221	2001 Honda	175 P-P		94.364		*		-	90.269
1225	Nic Montagu	1225	1972 Suzuki	500 M-F						-	Open
1225	Nic Montagu	8122 5	1972 Suzuki	500 M-G						-	98.444
1225	Nic Montagu	9122 5	1965 Yamaha	250 APS-G						-	118.56 1

Me m #	Name	Veh #	Vehicle	Class	Monday 23/3/15	Tuesday 24/3/15	Wednesday 25/3/15	Thursday 26/3/15	Friday CLOSED	PB	Record
1228	Tony Brearley	1228	2008 Yamaha 1670 MT-01	2000 P- PP				*		-	Open
1228	Tony Brearley	9122 8	2008 Yamaha 1670 MT-01	2000 M- PG						-	129.44 9
1231	Richard Bridge	708	Ford F100 1982	D/PP						-	100.04
1232	Bede Norton	974	2012 Home made	I/GL				*		75.9	105.29 1
1233	John Hansen	1233	2011 Hyosung	650 MPS-G	122.334					141.51 5	161.81 2
1239	Mitchell Afflick	1239	2006 Honda	100 A- BF						93.884	93.884
1240	Peter Birthisel	1240	1926 Indian Altoona	1350 M- VF		DNF				-	158.73
1245	William Hewton	1245	1972 Yamaha	125 M-G				TF, 76.559		78.833	78.833
1246	Darryn Weeks	32	1993 Holden Comodore	C/GC						152	198.62 1
1258	Graeme Weston	1258	2000 Yamaha	1000 MPS-G						-	188.44 2
1259	Mark Cunningham	1259	1996 Harley Davidson	2000 M- PG				122.849, 132.981, 130.893		-	129.44 9
1265	Shannon Neyland	1200	2013 Trike	TO						-	-
1268	Raymond Crathern	1049	Special 2015	XO/GL				*		104.35 4	Open
1271	Martin Hobson	1271	1982 Triumph 750	750 MPS-PG				125.400		-	Open
1271	Martin Hobson	9127 1	1976 Honda	175 MPS-F						-	Open
1274	Corey Buttgieg	1274	2015 Harley Davidson	2000 MPS-F						-	Open
1274	Corey Buttgieg	9127 4	2015 Harley Davison	2000 MPS-PG		128.051, DNF	DNF	*, 99.143, 165. 131		-	Open
1279	Colin Jones	1279	2015 Harley Davidson	2000 P-P						-	120.35 3
1279	Colin Jones	9127 9	2015 Harley Davidson	2000 P- PP						-	Open
1282	Jason	1282	2002 Ducati	750		126.825		131.878		-	127.32

Me m #	Name	Veh #	Vehicle	Class	Monday 23/3/15	Tuesday 24/3/15	Wednesday 25/3/15	Thursday 26/3/15	Friday CLOSED	PB	Record
	Edwards			APS-G							5
1283	Paul Macleod	1283	2001 Honda	175 P-P		102.673, 108.250					90.269
1283	Paul Macleod	9128 3	2001 Honda	175 MPS-G				108.43, 111.937, 112.752, 112.615			97.834
1291	Martin Powditch	1291	2008 Hyosung	650 APS-G		118.179, 116.793		130.592			75.917
1293	Peter Conray	1293	2014 Ducati	1350 P-P							203.50 4
1294	Elliot Andrews	1294	2014 Harley Davidson	2000 M- PF							Open
1294	Elliot Andrews	9129 4	2014 Harley Davidson	2000 M- PG							129.44 9
1295	Terry Allinson	1295	1984 Yamaha	350 P-P	115.096	119.136		* , *			84.211
1296	Simon Willgoose	1296	1998 VFR Honda	1000 M- G		134.443		155.392, 158.619, 156.597, 160.601, 161.321			172.34
1299	Fred Holland	1299	HBR Salt Special	350 APS-VG		77.654		* , -, 83.205			77.532
1300	Robert Lindsay	1186	2013 Suzuki Hayabusa	1350 MPS-F	TF						214.87 4
1304	Matt Clifford	9130 4	2014 Suzuki	650 MPS-F		120.983		161.950			Open
1304	Matt Clifford	1304	1994 Suzuki	250 P-P		108.430		* , 122.833			106.95 1
1308	Peter Cvejic	1308	1998 Kawasaki	125 M-G		97.854, 96.389		* , -, 100.290 , *			78.833
1309	Jonathan Greendale	1309	2013 Kawasaki	1650 MPS-G		149.847		169.884			217.44 3
1310	Robert Cavallo	1310						*			
1311	Ross Osborne	1311	2008 Triumph	1000 M- F							Open
1312	Adrian Braun	1312	1987 BMW	1000 M- PG		127.993					148.19 1
1313	Bronwyn	1313	2010 Honda	125 P-P		74.940					Open

Mem #	Name	Veh #	Vehicle	Class	Monday 23/3/15	Tuesday 24/3/15	Wednesday 25/3/15	Thursday 26/3/15	Friday CLOSED	PB	Record
	Kealy										
1314	Aaron Bradshaw	9295	1998 Ford	B/BFCC	180.216					-	Open
1317	Marco Visentin	1157	1995 Ford Falcon	E/BGC				100.652		-	Open
1318	Nigel Petrie	1318	2015 Custom	350 A-G		117.935		*, 117.286, 117.677, *		-	Open
1319	Lee Dickens	1134	1989 Honda 250 R	125 P-P						-	Open
1319	Lee Dickens	1319	1994 CRM Honda	250 M-G						-	99.042
1319	Lee Dickens	974	2012 Homemade	I/GL				73.462, 112.298		-	105.29 1
1320	Peter Biddiss	1320	2013 Skyteam Ace	M-PG 175		73.462	73.462	74.846, 75.000		-	Open
1323	Jamie McGregor	1323	1969 Honda	750 MG						-	149.37 7
1330	Shane Benson	9253	Belly tank	A/GL						-	Open
1331	Chad Neyland	1200	2013 Trike	TO						-	TO



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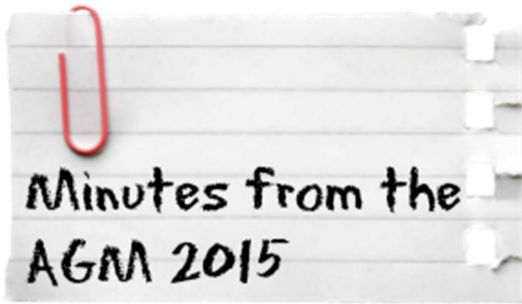
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Elphinstone Victoria



WITHOUT ALL OUR SPONSORS HELP WE WOULDN'T BE ABLE TO RACE. SO PLEASE HELP THEM HELP US BY MAKING SURE YOU KEEP THEM IN MIND WHEN PURCHASING ANY PRODUCTS. THANK YOU TO ALL THOSE BUSINESSES/PEOPLE WHO SPONSOR THE DLRA, WE TRULY DO APPRECIATE YOUR HELP.

If you know anybody who would like to sponsor our club, please let us know!



Date: Sunday 22nd March 2015

Meeting opened 6.45pm

Location: Lake Gairdner, South Australia

Welcome to Country

With no representative present from the Gawler Ranges People, Steve Charlton read out the following welcome to country. We live in Port Augusta, Ceduna and the outback and are made up of the Kokatha, Banggarla and Wirangu tribes. We recognise that many people here today have come from a long way. We accept that the natural conditions can work against us. Have a good time and enjoy your week.

Apologies

Russell Branson, Graeme Ward, Andrew Mustard, Daryl Barkla, Simon Muntz, Ray Charlton, Deb Dawson, Paul Lynch, Rob Cranfield, Wayne Pickles, Matt Saunders, Denis Campbell, Trevor Beck

Minutes of Previous Meeting

Minutes of the previous AGM held on the 9th March 2014 were read out and were moved to be true and correct.

Business Arising from Minutes

None

Financial Report as at 31/12/2014

- General Account: \$ 9,697.89
- Loans & Donations Account: \$20,161.44
- Petty Cash: \$ 419.55

Balance Sheet and Profit and Loss statements attached

Moved Carol Hadfield Seconded Gary Satara

Correspondence In

None

All office bearers then stood down and nominations were called for the 2015-2016 Office Bearers

Election of Office Bearers

Executive Committee

Position	Person	Nominated By	Seconded
President	Norm Bradshaw	Ken King	Graeme Hadley
Vice President	Greg Wapling	Bob Ellis	Darren Wolff
Secretary/Treasurer	Carol Hadfield	Paula Clare	Darren Wolff

Race Director	Steve Charlton Chris Hanlon	Thom Rabold Gary Satara	Robert Ness Andrew Madin
Event Coordinator	Greg Telford Rob Carroll	Gary Satara Steve Charlton	Rod Hadfield Norm Bradshaw
Public Relations Officer	Dave Hinds	Tom	Bob Ellis

General Committee

	Bob Ellis	Self Nominated	
	Peter Leikvold	Self Nominated	
	John Kirchner	Self Nominated	
	Steve Charlton	Self Nominated	
	Lionel West	Self Nominated	

Event Committee

Position	Person	Nominated By	Seconded
Chief Car Inspector	Bob Ellis	Chris Hanlon	Steve Charlton
Car Scrutineers -	To be arranged		
Chief Motorcycle Inspector	Graham Hadley	Bob Ellis	Grant Schlien
Motorcycle Scrutineers -	To be arranged		
Track 1 Starter	David Liekvold	David Hinds	Norm Bradshaw
Track 2 Starter	Peter Hulbert	David Liekvold	Colin Clare
Assistant Starters -	To be arranged		
Track 1 Timer	Paul Lynch	Bob Ellis	Gary Satara
Track 2 Timer	Vacant		
Assistant Timers -	To be arranged		
Other			

Other positions

Position	Person	Nominated By	Seconded
Camp Coordinator	Gary Brennan	Bob Ellis	Steve Charlton
SA Liaison Officer	Kim Krebs	Chris Hanlon	Norm Bradshaw
SA Liaison Committee	To be arranged		
Rule Book Coordinator	Gary Satara	Norm Bradshaw	Graeme Hadley

State Representatives

State	Person	Nominated By	Seconded
New South Wales	Gary Satara	Mark Dunn	Norm Bradshaw
Queensland	Denis Campbell	Steve Charlton	Bob Ellis
South Australia	Michael Brixton	Norm Bradshaw	Steve Charlton
Victoria	Norm Bradshaw	Carol Hadfield	Andrew Madin
Western Australia	Jeff Lemon	Bob Ellis	John Kirchner

Category Representatives (self-nominated)

Category	Person	
Special Construction	N/A	Self Nominated
Vintage	Steve Charlton	Self Nominated
Classic	Steve Charlton	Self Nominated
Modified	Bob Ellis	Self Nominated
Production	Steve Charlton	Self Nominated
Diesel Truck	Steve Vorwerk	Self Nominated
Ute/Pickup	Chris Hanlon	Self Nominated
Motorcycle	Ross Brown	Self Nominated

General Business

1. Change of Venue – The AGM was moved to the canteen at late notice. This was due to the poor condition of the salt at the lake edge and wanting to get as many vehicles off the salt before the water table rose making it even worse.
2. Access to Lake – The lake access is closed tonight, there will be a team working tonight shifting mats and repairing small areas of the salt surface, no heavy vehicles are allowed on or off until further notice. Also when vehicles do get onto the salt again they are to make sure that they have dusted off properly.
3. Friday Packup – We need as many people as possible to help pack up on Friday.

4. Traffic Speed – There have been several vehicles observed travelling at high speed on the access road to the lake. All drivers are asked to slow down and drive to the conditions.
5. #1 Member to make first run on the Monday – The committee felt that this was appropriate considering that Mike had his streamliner here and it was the 25th anniversary. Unanimous agreement from those present.
6. Life Memberships – Mark Dunn proposed that we introduce life memberships. There was unanimous agreement for this and the committee will look at implementing a selection panel with a view to inducting its first life member next year.
7. How's Cled? – Norm had seen him recently, he was constantly short of breath, but doing ok, had recently been to the States and had been given a Dodge to drive around in while over there.
8. Blowers – In the future we will be encouraging people to bring their own blowers to speed up the lake access queue.
9. Thanks to the Clare's for the fantastic work they have done with the shelters
10. Loan Payback - This will happen in the near future, a letter will be sent out asking for how each individual wants the money paid back and include details on how they can convert to a donation to the club if they so wish.
11. As part of it Waste Water program the club will need to purchase a truck mounted Vacuum Pump. We have a unit on hire this year to assess its suitability.
12. Forecasting expenditure – An attempt will be made to determine what new and replacement equipment will need to be arranged for the year along with what other costs to run the event.
13. New section of the forum for items wanted for club to be coordinated by Gary Satara. Seen as a good way of members being involved in the requirements of the club.
14. Gemma Dunn has volunteered to help prepare the 4 DLRA newsletters that we produce each year. Round of applause for Gemma.

Meeting closed 7.45pm

Dry Lakes Racers Australia Inc.

P.O. Box 349
Castlemaine Vic 3450

Balance Sheet

As of December 2014

Assets				
Cash On Hand				
Bendigo Bank Cheque Account		\$9,697.89		
Bendigo Bank Loans & Donations		\$20,161.44		
Contra Suspense		(\$264.00)		
Prepaid Expenses 2015		\$10,241.65		
Petty Cash		\$500.00		
Total Cash On Hand			\$40,336.98	
Plant,Equipment & Fixtures				
Equipment				
Equipment at Cost	\$67,952.11			
Accum Dep'n	(\$9,573.11)			
Total Equipment		\$58,379.00		
Total Plant,Equipment & Fixtures			\$58,379.00	
Total Assets				\$98,715.98
Liabilities				
Long-Term Liabilities				

Members Loans Owing		\$19,950.00		
Annual Subscriptions 2015		\$5,350.00		
Speed Week 2015		\$11,000.00		
Accruals		\$12,000.00		
Rollover Entries		\$2,525.00		
Total Long-Term Liabilities			\$50,825.00	
Total Liabilities				\$50,825.00
Net Assets				\$47,890.98
Equity				
Member's Funds			\$28,713.09	
Current Year Earnings			\$19,177.89	
Total Equity				\$47,890.98

Dry Lakes Racers Australia Inc.

P.O. Box 349

Castlemaine Vic 3450

Balance Sheet

As of December 2014

Assets				
Cash On Hand				
Bendigo Bank Cheque Account		\$9,697.89		
Bendigo Bank Loans & Donations		\$20,161.44		
Contra Suspense		(\$264.00)		
Prepaid Expenses 2015		\$10,241.65		
Petty Cash		\$500.00		
Total Cash On Hand			\$40,336.98	
Plant, Equipment & Fixtures				
Equipment				
Equipment at Cost	\$67,952.11			
Accum Dep'n	(\$9,573.11)			
Total Equipment		\$58,379.00		
Total Plant, Equipment & Fixtures			\$58,379.00	
Total Assets				\$98,715.98
Liabilities				
Long-Term Liabilities				
Members Loans Owing		\$19,950.00		
Annual Subscriptions 2015		\$5,350.00		
Speed Week 2015		\$11,000.00		
Accruals		\$12,000.00		
Rollover Entries		\$2,525.00		
Total Long-Term Liabilities			\$50,825.00	
Total Liabilities				\$50,825.00
Net Assets				\$47,890.98
Equity				
Member's Funds			\$28,713.09	
Current Year Earnings			\$19,177.89	
Total Equity				\$47,890.98



Meeting opened 6.00pm

Apologies: Russell Branson, Graeme Ward, Andrew Mustard, Daryl Barkla, Simon Muntz, Ray Charlton, Deb Dawson, Paul Lynch, Rob Cranfield, Wayne Pickles, Matt Saunders, Denis Campbell, Trevor Beck

Minutes from previous meeting were read out at the meeting and found to be true and correct.

Moved: Seconded:

Business Arising from previous minutes:

- Canteen, Dion Higgins along with family and friends have taken on the canteen for this year, this is a huge task they have taken on and must be commended for doing this, we ask everyone to support them.

Correspondence In:

- None

Correspondence Out:

- None

Financial Report:

- **General Account** **\$44,320.18**
- **Loans & Donations Account** **\$20,161.91**
- **Petty Cash** **\$ 419.55**

Moved that the report be accepted by Carol Hadfield, Seconded by: Gary Satara

Reports:

- Committee Meeting Minutes from 9th March 2015.
These were read out at the meeting.

General Business:

- The club has purchased a site office/caravan for \$2,900 to be equipped as a timing van, to be ready for the 2016 event.
- The club has purchased an Air Bag jack to extract bogged vehicles on the salt.
- Keep speeds down on access roads and if you see the big tyres at the camp hook them up and drag the road, this will definitely reduce the corrugations on the road

Meeting closed 6.40pm

Dry Lakes Racers Australia Inc.

P.O. Box 349
Castlemaine Vic 3450

Balance Sheet

As of 15/03/2015

Assets				
Cash On Hand				
Bendigo Bank Cheque Account		\$44,320.18		
Bendigo Bank Loans & Donations		\$20,160.91		
Petty Cash		\$500.00		
Total Cash On Hand			\$64,981.09	
Plant, Equipment & Fixtures				
Equipment				
Equipment at Cost	\$72,078.07			
Accum Dep'n	(\$9,573.11)			
Total Equipment		\$62,504.96		
Total Plant, Equipment & Fixtures			\$62,504.96	
Total Assets				\$127,486.05
Liabilities				
Long-Term Liabilities				
Members Loans Owing		\$19,950.00		
Rollover Entries		\$2,525.00		
Total Long-Term Liabilities			\$22,475.00	
Total Liabilities				\$22,475.00
Net Assets				\$105,011.05
Equity				
Member's Funds			\$28,713.09	
Retained Earnings			\$19,177.89	
Current Year Earnings			\$57,120.07	
Total Equity				\$105,011.05

Dry Lakes Racers Australia Inc.

P.O. Box 349
Castlemaine Vic 3450

Profit & Loss Statement

1/01/2015 To 15/03/2015

Income				
Annual Subscriptions			\$17,320.00	
Camping Fees			\$2,015.00	
Entries			\$66,475.00	
Meeting Income			\$211.00	
Membership - New members			\$1,600.00	
Merchandise Sales			\$1,129.00	
Raffles/Auction			\$40.00	
Lake Entry fee			\$1,525.00	
Sponsorship Income			\$6,728.00	
Total Income				\$97,043.00
Cost of Sales				
Purchase of Merchandise			\$16,489.70	
Total Cost of Sales				\$16,489.70
Gross Profit				\$80,553.30
Expenses				
Meeting Expenses			\$159.87	
Advertising			\$264.00	
Bank Fees			\$636.25	
Bond on Lake Gairdner			\$3,000.00	
Campsite Expenses			\$514.00	
Consultants Fees			\$1,287.00	
Event Expenses			\$5,129.13	
Hire of Lake			\$3,500.00	
Insurance			\$6,571.00	
License Fees			\$209.00	
Maintenance to Plant			\$14.20	
Petty Cash			\$500.00	
Refund on Entries			\$275.00	
Trybooking Fees			\$502.97	
Travel Expenses			\$965.00	
Total Expenses				\$23,527.42
Operating Profit				\$57,025.88
Other Income				
Interest Income			\$94.19	
Total Other Income				\$94.19
Total Other Expenses				\$0.00
Net Profit/(Loss)				\$57,120.07



20th April, 2015

Meeting opened: 7.40pm

Anticipated Attendance:

Norm Bradshaw, Greg Wapling, Rob Carroll, Greg Telford, Steve Charlton, Carol & Rod Hadfield, Graham Hadley, Lionel West, Garry Brennan, Dean Adamson

Anticipated Conference Phone:

Bob Ellis, Paul Lynch, Stephen Bridge, Gary Satara, Michael Brixton

Apologies:

Jeff Lemon (WA State rep.)

Minutes from Previous Committee Meeting:

Moved: Greg Telford

Seconded: Chris Hanlon

Action Items from last Committee Meeting:

1. Kim Krebs has offered help with negotiations with Gawler Ranges Co-Management board and DEWNR. If Kim was comfortable with it, the committee felt that she would be ideally placed to become involved with DEWNR liaison and Co-Management Board and GRAC liaison. Kim works for DEWNR in the Lofty Ranges.
Norm and Carol have both spoken with Kim regarding this, she now has names and information to start inroads within the departments and will keep us informed of her progress.

Correspondence In:

1. Final signed Hire Agreement from Lake Gairdner Co-Management Board dated 1th March 2015 which arrived in the mail when we returned home on the 30th March.

2. Tax Invoice from GRAC for \$10,835.00

Being for: 3 Monitors in 2014 \$5,100.00 plus GST
2 Monitors in 2015 \$4,500.00 plus GST
Travel Allowance \$ 250.00 plus GST

This invoice is dated 20th March and terms were to be paid 7 days from invoice, it was amongst my mail when I returned home on the 30th of March. It hasn't been paid as yet as there are discrepancies in it. For 2014 there was only one monitor present and we were subsequently told that we would not be asked to pay for monitors for 2014. This year Greg had several conversations with Michael Ellul from Native Title Services South Australia and it was agreed that we would be paying for 2 observers for 5 days (Thursday to Monday).

Then on the last day before heading off to the lake Greg received an email from Michael on behalf of Andrew Beckworth quoting the Hire Agreement Schedule, Item 12, Section C, part one

(i) The Board and the Hirer acknowledge and agree that for the purposes of assisting the parties to comply with their respective obligations set out in this Agreement they and Traditional owner monitors shall jointly inspect the Hired Areas both immediately prior to the commencement of the Hire Term and immediately at the expiration (or earlier termination) of the Hire Term to ascertain and examine the state and condition of the Hired Areas at the commencement and expiration (or earlier termination) of the Hire Term.

So as it turns out Michael was never in a position to negotiate on the contract and for all future hire of the lake we need to ensure that the exact daily rate and number of days are detailed in the contract.

Action: Greg to contact GRAC about invoice for 2014.

3. Tax Invoices from Mt. Ive Station being:

34 hours tractor hire @ \$45.00 per hour	\$1530.00
80 litres Diesel \$ \$1.85 per litre for tractor	\$ 148.00
(there was a note on the invoice re fuel)	
Fuel for Ken Smith (approved by Norm)	\$ 135.70
Fuel for Brandon McNamara (approved by Norm)	\$ 261.50
Fuel for Ambulance	\$ 130.00
Fuel for CFS vehicle	\$ 175.76
	Total \$ 2,380.96

Action: Carol to make payment

4. Tax Invoice from Lester Franks Surveyors for \$ 4285.60

(Last years invoice \$ 3102.00)

Rob the surveyor turned up a day early, both Norm and Greg confirmed with the company the day and time in the weeks leading up to the event. We are now being asked to pay an extra day.

Action: Carol to enquire as to why we are paying for their stuff up

5. Invoices from Chem Loo for toilet parts. \$1078.17
Action: Carol to make payment
6. Invoice from Castlemaine Copy Centre - Door magnets & photocopying \$ 410.85
Action: Carol to make payment
7. Email from Gary Satara after his discussion with Stephen Bridge re registering a company name. Gary and Stephen gave further detail about the limitation of this proposal to just securing the name at this stage as a shelf company. Coast associated with this would be \$787 to register the name and \$250 to prepare and lodge an annual return. Their reasoning for wanting to do this is based on possible legal requirements in future years, for example if Mt. Ive ever came up for sale and the DLRA wanted to make a bid for it.
Action: Gary and Stephen to put a costed proposal together indicating the limitations and legal ramifications of undertaking this activity
8. Tax Invoice from Lewis Medical Services for \$4180.00. This has been \$3300.00 in previous years but understandably an increase this year due to the second doctor in attendance.
Action: Carol to make payment
9. Email from David Grosse – DEWNR requesting an incident report on accident
Action: Greg W to prepare a report and get it checked by Dennis Carroll before forwarding on the David Grosse

Correspondence Out:.

1. Payments made as per attached report.
2. After a suggestion by Bob Ellis, flowers were sent by Carol on behalf of DLRA to Medical staff at ICU Royal Adelaide Hospital who are looking after Trent Clare. Message read “ Thank you for your dedication and care of Trent Clare, one of our DLRA family”

Reports Received:

1. Report from Graham Hadley re Motorcycle Streamliner #105
2. Report from Dr. Scott Lewis (marked confidential and not to be released without subpoena)
3. Report from Russell Branson (marked confidential)
4. Report from Bob Ellis (marked confidential)
5. 2nd report from Graham Hadley with needs to be addressed
6. Report from Chris Hanlon
7. Report from Dion Higgins – Mildura Ice
8. Timers Report from Paul Lynch
9. Report from Micheal Brixton
10. Email from Jeff Lemon – Regards the entry to the lake, WA are suggesting we approach the Army. Bob informed the committee that formal and informal discussions have already taken place with several high ranking officials within the ARMY by 3 separate DLRA members. The problem is that all the engineering teams are based in Brisbane, but discussions continue.
Bob also wanted to make the club aware that after discussions with the observers during Speed Week and after the issues with the return road on track 2 on the Tuesday that he was preparing a proposal for a constructed ramp on to the lake.
11. Points from Russell Branson

Financial Report: as at 6th March 2015

- **General Account: \$ 88,428.97**
- **Loans & Donations Account: \$ 20,160.91**
- **Petty Cash \$ 130.55**

Balance Sheet, Profit and Loss & Payments reports attached.
Report on Banking from event attached as well.

Carol would like to have \$500.00 in petty cash.

Moved: Carol Hadfield Seconded: Rob Carroll

General Business:

1. Recommendations from the Doctors report to be acted on:
 - a) Two doctors in future years
Moved by Carol, Unanimously approved by Committee
 - b) Donation to Wudinna Hospital
Moved by Carol to send \$500, Unanimously approved by Committee
 - c) Crowd Control
The directives are in our documentation now, we just need to ensure it is strictly enforced in the future.
 - d) Media Control
Action: Greg to include more specific directives in regard of Media in our documentation. Denis Carroll to investigate the legal rights and privileges of the media in circumstances like this.
 - e) Emergency plans to DEWNR (involve Doctor in development of these)
Action: Greg to contact Dr. Scott Lewis to update our documentation
2. With all the expert based reports being confidential, Bob will be preparing a report for general release on the Trent Clare accident. Gary was able to bring us up to date as he had been talking to Colin. He remains in much the same condition as before. Progress with any brain condition is very slow. Trent has been taken off some medication and has woken and moved for short periods. Colin and the family are very much aware that people are thinking of them but continue to ask for privacy as the family comes first.
3. Speed week date for 2016, if we were to go with the same week and moon phase it would be the 7th to 11th March 2016. However it was agreed that to go a week earlier would be better. This is also preferred by the CFS guys as there is a long weekend from 12-14 March in South Australia next year. So the date being mooted at the moment is the 29th February to 6th March 2016. This will be ratified at the next committee meeting.
4. Portable Toilet issues – basically we were 4 toilets down from day one as the parts used in making repairs failed us. Several members are now looking at replacement toilets, preferably not mounted to a trailer as our existing frames are in good condition.
5. Mats – Garry Brennan has put a proposal to the committee. Whilst at the lake during Speed Week Gary looked at the predicament we find ourselves in with the ramp access. In his opinion improvements could be made with the introduction of a second lane and continuation of the mats out to around 400 metres. He estimates that this would require another 300 mats and at least 2 marshals with traffic control equipment. Then there would be the storage required for the mats, and Garry thinks that we could fit them in a couple of the existing equipment containers.
He has already contacted a supplier called Trak Mats and obtained a price of \$250 per mat + GST, this is down from when we made our original purchase at \$330 per mat, so represents good value. He will be speaking to the supplier again soon.
Now to the unique part of his proposal.
Gary would like to instigate a sponsorship program to at least cover some of the costs of the mats to the club. This would be called “Buy a Mat” and each club member would be encouraged to sell one mat to a sponsor, of course they may choose to buy one themselves. In recognition of those who supported this program there would be a sign prominently displayed in the pits and a certificate of appreciation presented to all purchasers. Garry claims to have already sold 2 mats and if the proposal is successful will be the first mat himself.
6. Volunteers, it was very disappointing to see the high number of entrants who did not help in any way, shape or form this year. They think they are getting away with something, but there is no free ride and next year volunteering will be compulsory, no job no run, simple as that.

7. Dates for Committee meetings and General meetings - a list of proposed dates has been attached for members to comment on. These dates will be finalised at the next committee meeting.
8. Quad Bike – has been returned to Castlemaine to be disposed of as we have no use for it. It cannot be registered or put on a permit and is too small for towing the toilets.
9. New Printer for Timing Van - the old one went up in smoke on the Tuesday due in no small part to the salty conditions, so we are looking to buy at least one maybe two printers.
Action: Gary Satara has offered a second hand printer.
10. More Leaf Blowers needed – The club has 2 leaf blowers that are being serviced and have been given another 2 by the mower shop, so 4 blowers should be plenty. Just have to make sure they make it into the truck.
11. Mark Dunn has made a suggestion that Cars run on one track and bikes on the other track. Members can discuss the merit of this on the forum.
12. At the AGM Mark Dunn suggested that we discuss life membership. This was considered by the committee to be an excellent idea. Now we just have to come up with criteria for nomination for life membership. Is it for service to the club? Or number of active years as a member? How many do we allocate per year? Another good discussion for the forum.
13. 200mph Achiever recognition on Monday 23rd March (tail wind). There were 5 entrants who exceeded 200mph only on the Monday. Greg W has asked do we recognise them as 200mph achievers? A decision by committee on this will be held over until the next meeting.
14. Repairs to DLRA truck – A quote to fix the damage has been obtained by a company in Castlemaine, a representative of John's will inspect the truck and may seek a second quote next week.
15. There was discussion about the 250 metre buffer around the lakes edge and the exemption of the canteen from the buffer.
Action: Greg to investigate how the canteen area is defined.
16. Gary Satara is of the opinion that it is the DLRA's responsibility to enforce new rules for vehicles that are faster than 200mph. This includes a vehicles weight distribution and the presentation of a weight sheet as part of scrutineering. Steve suggested that discussion about this be moved to the forum to give the wider membership the opportunity to discuss this issue.
Action: Gary to put together a proposal for what effectively is a rule change.
17. Newsletter – if we are to have a General Meeting in Melbourne in early May, we need to get a newsletter out very soon.
Action: Carol to contact Gemma Dunn

Reports

As is our best practice we invite key members of the team to give their opinions of Speed Week, what worked and what didn't, more importantly how we can improve. These comments will be collated into like groups and then evaluated, costed and prioritised.

Graeme Hadley

- 1) I need two more PATROL magnets for Ross Brown they wouldn't let him on the lake one morning
- 2) Driver licensing is not clear. It says Licenses may be obtained from the scrutineering tent during the DLRA speed week this isn't correct.
- 3) Additions to Rule 1L
 - a. Speed limit in the pits. It needs to be in the rule book and we need to have signs displayed in and at the end of the pits
 - b. We couldn't realistically yellow sticker any one for a rule that is unwritten
 - c. CB radio. It needs to read UHF CB radio and it needs to be clearer in the rules that it cannot be a hand held unit
 - d. Road rules apply on the lake. if it has a steering wheel you should be in a seat and not riding in the back if it has handlebars, you should have a helmet on these would be discretionary yellow sticker offenses.
 - e. With regards to the helmet rule in the pits, we may have to again make the threat that all vehicles when not on the course will have to be towed and motorcycles NOT ON A ROPE
 - f. The red sticker and yellow sticker guidelines may also need to be in the rule book
 - g. There is also reference in the rule book to a "rookie Sticker" we either need to have a rookie sticker or remove the reference from the rule book

- 4) The Drivers/Participants meeting on Sunday.
Animal talked about the long course and short course. this was confusing for some as we had indicated there was a course 1 and course 2
Also myself and Bob had what we felt were important things we wanted to say to the Drivers and Riders which we didn't get a chance to do due to the meeting being cut short for the AGM
some of those things were regarding the road rules on the lake
- 5) Check box for Glycol or coloured coolant needs to be on the motorcycle inspection check list and a reference to it in the motorcycle rules
- 6) We need to mark out the area around the start line as a crew only area. more than once we had to move people away from running cars and bikes
- 7) Communication - Although we had issues with the FM station, the backup was to be uhf channel 10. We had some problems with microphone levels on the FM station so we ended up putting DLRA channel three into the FM 92 which gave some info to people with FM radios, but the Stans noted they didn't have an FM radio
We need to have a rethink on this and perhaps put DLRA three which was the course 1 radio into a uhf channel 10 repeater, I'll work on this.
Continuing with channel 10, this was supposed to also be used to inform competitors chase vehicles and crew if there was a problem. We had an incident with Stuart Hooper on Monday afternoon where his bike caught fire and his crew were listening on both UHF10 and FM92 and had no idea there was a problem this was before we put DLRA3 straight into 92fm
- 8) Track 2 - On Monday I had to run up and down the lake to organize a radio for track 2. This may have been because no car based radio was provided for track2 timer because it was thought it would have been run from the timing van. The courses were too far apart for the timing van to be an effective base of operations for both tracks. I volunteered Goggles for starters duties on a number of days and he seemed to get it.
During Thursday, myself Goggles and Flea had a go at running course 2. Goggles was the starter with a walkie talkie and headphones. Flea was doing the Sheets and was relaying information to and from the timing van. It seemed to work well with Goggles being the starter and hearing all the comms from myself, timing 2 and Northern rescue.
So it looks like we need a separate base/car radio for track 2, a walkie talkie and headphones or head set.
Also on a number of occasions, Registration called up the timer to ask for a particular vehicle speed. This wouldn't be a problem, except the timer stopped what he was doing to find the speed and relay it back to registration. This seemed to happen when we had a streamliner or lakester on the line and running and Northern had called track clear. So we all sat waiting for timing to call up a time. I think this may be better handled with some sort of Wi-Fi connection between registration and timing.
The other thing that bother me was that we didn't have the GPS option on track 2. What happened to all those GPS units we had and why wasn't that an option for competitors?
And finally on track 2 it may be a good idea to put an observer out on the west side of track two at about 1 1/2 mile. quite a lot of the stuff that ran there didn't make it to timing and Northern had to come down and look for them as they couldn't be seen from the start line
- 9) Volunteers - where were they?
Maybe we should run a meeting limited to competitors who have had a member of their team volunteer. There would be a lot less bikes

Dion Higgins

Caught up with Shannon and Maz over the weekend. Discussed and reviewed our 10 days at Mt ive March 2015. Overall had a great time and thought that we done a good job catering this year. However donating gear and resources and volunteering time is one thing, but to loss a substantial amount of money is another. I did want to personally come down to a committee meeting but after talking with you and understanding this is the first one after the event maybe just write a few issues down so it can be thrown down on the table and allow more important topics to rise up and get addressed. So here goes.

- TIMING - Too close to Easter for Mildura Ice Works. Late Feb, early March
- SPECTATORS - Nowhere near enough communication / commentary. Lots wanted to help, but didn't know where or how
- LAKE ENTRY - More mats, straight line, speed restriction. Less and monitored access. Full time shuttle service or trailer behind pie cart

- TRACK 1 - Main track needs a ticketing system. Stay in pits for 4 hrs not at start line. Wind socks every mile. Ask for sponsorship and Mildura Ice will gladly purchase one.
- TRACK 2 - Relocated back to start of pit area.
- ICE SALES - Unfortunately there will be no donation back to the DLRA this year. Positive side we did endeavour to supply lots of zipper doopers to DLRA volunteers.
- FOOD SALES - Discussion to be raised as to what this facility is worth to have or not to have in the overall scheme of things. Lucky enough Joy reduced her charge of the canteen however the no drinks and alcohol still hurts the package. Joy did say that she won't be doing the food in 2016. With our food handling certificates and digital readouts of temperatures we passed the health inspectors inspection with flying colours. This raises the question, just imagine given people a dose of food poison
- TRENT CLARE - There is a bloke in Mildura that had a camera on rapid fire which got about 8 shots of the crash whilst it was happening. Craig Beruldsen hasn't put any of this on social media
- OVERALL - Not a bitch session, want to help, be involved, be constructive and most of all keep improving the way we do things

Russell Branson

Just some points the teams have raised that might help the Club. From our situations of Northern & Southern Rescue;

- Communications: Basic communications skills e.g., protocol and technique training.
- Starter needs to position themselves so vehicle noise does not come through the radios.
- Starter needs to be very situation aware as there are 3 key points to the safety of the track. TIMER to manage the track and to allow release of vehicle, STARTER to release when directed and announce when vehicle leaving the line, and RESCUE to make sure the track is clear of the vehicle and that there were no mishaps on the track. When that all happened is when they get a big number of passes for the day.
- Black track markers made of the woven shade cloth was much better than the garbage bags.
- Green track clearance flags worked well for Southern Rescue, but a few more would be a lot more efficient. Southern Rescue travelled the south/north line of the flags.
- Return track having those tall flags was an improvement, but the wind direction dictates the effectiveness as they all disappear at some point. The lack of vision some vehicles have increases the issue. We suggest that the flags remain but still put a physical barrier between them such as large or small cones. We wonder if some of the vehicles and even a few bikes if they even see that line of flags as they went straight passed them. But having the salt so smooth also impacts what needs to be done.
- Track 1 support vehicles have to travel on the return track for total safety reasons. We can't have them travelling between track and return road.
- Support vehicles flashing lights now have become very small and emit a pathetic flash which is hard or impossible to see. A standard needs to set.
- This one is for the competitors. The short track, the past couple years, especially when you get to Thursday and Friday, the slower guys are out there for a bit of fun so they just keep doing runs. For them to drive nearly 3 mile to get to the track for a short burst, drive back at least 6 mile to check the vehicle out and return is not competitor friendly. The other factor is the amount and distance the support vehicle is travelling. All this puts more pressure on the salt and increases the amount of area used increasing risk of spillage spread.
- Is it worthwhile considering the pits closer to the canteen , so as lake this year making less traffic on the salt, making it more spectator friendly and access to the canteen all day.

Paul Lynch

Preliminary Testing of timing equipment:

A number of changes were talked about after Speed Week 2014 and some of these were implemented for Speed Week 2015 with varying levels of success. The main change was the purchase of additional timing gear to be used for timing on the old GPS track – now known as Track 2. A list of equipment to be purchased was agreed upon and the gear sourced from Event Timing. The gear comprised of the following:

- 2 x Tag Heuer Chronoprinter CP540
- 2 x GPS/GSM docking stations
- 2 x Tag Heuer photocells (80m span)

4 x 5 watt wireless data modem radios
3 x Track side antennas
1 x Master Antenna

The decision was made to not use Event Timing to build the new equipment into cases as the quote for doing so was prohibitive and an offer was made by myself to undertake this. This was completed in time for the event and the gear was then packed and returned to Castlemaine to be taken to the Lake.

Another project undertaken prior to the event was the fabrication of new mounting poles for the additional track side radio antennas. This was handled by Gary Brennan and the new poles were very effective.

To provide timing on Track 2 it was necessary to prepare a second laptop with the timing application. I loaded the application on to the laptop and had the database set up by a co-worker. This tested well in standalone mode but failed to record results into the database when connected up properly on site. This will be further investigated in the Action Items Summary at the end of this document.

Prior to the event, my partner was diagnosed with breast cancer and it was looking like I would not be able to attend. Fortunately, I was able to attend for a few days to get the event running and then leave. Therefore this report will be only for the days that I was at the event and what I had heard following the closure of Speed Week. This also highlighted a problem area being the single points of failure within the club for certain positions. This is also subject to review later in this document.

Mitigation for my late arrival on the lake was to line up Matthew Saunders and Dennis Campbell to do the install of the equipment on the lake and I would help to complete this task upon arrival.

Equipment Condition and installation:

Upon arrival at Lake Gairdner, Matt and Dennis advised that they installed the radios at the timing van and were preparing the timing gear for installation on the course. There was an issue with locating the timing light bases and some other hardware but it was located in the DLRA truck.

All timing light equipment was installed and ready to run by 8:30pm Sunday night. Installation was made easier with the use of levels to pre-position the timing lights and final positioning determined by eye. Fresh batteries had been installed in all of the timing lights as well as in the Chronoprinters. All seven installations (5 for Track 1 and 2 for Track 2) took approx. 4 hours to complete.

Gary Brennan had made up new antenna mounts utilising orange conduit following the last event. These have proven to be easy to install and can be broken down after the event into smaller items to ease pack up. A big thanks to Gary for making these.

The timing van is in poor condition and a replacement has been investigated.

Monday - Day 1 of Speed Week:

Day one started out with putting out the timing gear. The equipment was deployed and a fixed speed timing calibration run was then employed to see if the speed achieved was comparable with the reading on the speedo of the test vehicle. This proved that the equipment was now correctly calibrated and runs could then proceed.

Track 2 was not opened at this point as the return road was not in the best condition. So efforts focussed on Track 1 and training of new volunteers.

Actions:

- Timing equipment is to be turned on and the system synchronised at the timing van prior to deployment to the mile markers each morning following battery charging overnight.
- Speed calibration check to occur each morning prior to the first run of the day to check that the system is accurate.
- Cheat sheets to be developed for all tasks needed to be performed by the timers. Examples include:
 - Set up of the timing lights
 - Set up of the chronoprinters

- Set up of the timing van. Equipment connection and layout documented.

Problems:

- Printer connection to the second laptop was not thought of prior to the event. An alternative needs to be determined.
- Database connection from the Track 2 laptop application did not work. Needs to be rectified.

Observations:

- AA batteries for timing lights need to be freshly deployed but are then good for the duration of the event.
- 12v batteries for chronoprinters and radios. An idea is to use a solar panel for each setup to remove the need to charge batteries during the week.
- AAA batteries – 1 pack needed.
- Printer instructions needed in order to change an ink cartridge.

Tuesday - Day 2 of Speed Week:

Day two also started out OK with the timing system being set up by the team of Matt, Dennis and Peter Hulbert. There was an issue with Track 1 timing in the morning due to connection being lost with the serial interface for the timing laptop. This was quickly fixed but needs to be addressed so that it doesn't happen again.

Actions:

- Source a USB to 9 pin serial cable from Jaycar to fix the connectivity issue.

Final notes and action items summary:

Following Speed Week 2015 and from the feedback received the changes I'd recommend making are as follow:

- Source more timing light mounts that are easy to manoeuvre and are rigid in construction.
- Investigate the possibility of solar panels being set up for recharging of the timing gear during the day.
- Reconfigure the front end timing application to allow further customisation such as:
- inclusion of weather data into the timing slip.
- change the reporting formats to provide more information and allow for filtering within Excel.
- Allowance for pre-staging multiple vehicles within the application to reduce data input time and allow for changes to running order.
- Investigate the cost of weather stations suitable to be used and integrated with the timing system.
- Investigate wireless networking solutions with a view to making the timing information available at other points on the lake. Ability for users to do their own look up of timing data.
- Investigate alternate location of timing van at the start of the course to facilitate easier entry of details and observation of initial section of the courses.

Michael Brixton

Hi all I have had numerous discussions with DLRA members mostly to be honest with long term members such as Tony Cooke , Pete Noy , Smurf and Grant Schlien etc as I believe this would have a more constructive outcome as they have been around awhile.

- 1) Pits closer to the lake entrance
- 2) Limit traffic on lake
- 3) Start tracks further south
- 4) More mats required
- 5) No lunch breaks when we start late
- 6) Make sure GPS units available for track 2 in case of timing equipment failure
- 7) Wind speeds to be monitored at various points along track 1
- 8) Racing to cease if over 15mph cross wind
- 9) Control spectator entry onto the lake from day one (not after lake surface breaks up)
- 10) 2 tracks one for bikes one for cars
- 11) If reduced to one track you could have 2 lines for the main track 1 for bikes and 1 for cars and they run alternately; Bike , Car and so on.
- 12) Getting volunteers coordinated once racing starts
- 13) If racing is to start at a certain time on the Monday it must start on time
- 14) Marshals to be positioned at each mile marker to monitor vehicle is clear etc.

Perhaps to entice people to volunteer and do the right thing when you send out the entry forms it would have all the usual information entry fee costs etc. but you add a list of jobs that need doing and if they nominate and tick the box all good .

If they decide they don't want to commit they pay an extra fee of \$100.00 or \$200.00 to race and if they say there not going to pay it they don't race. Again not sure how you monitor this without it creating even more work for somebody not even sure it's practical or doable.

At the end of the day it doesn't matter what the club does to try and improve things if we don't get enough volunteers to do the work it will not happen it will just get left to the same people currently to do what they already do and some. Perhaps the above is a way to let members know that if you don't commit in time to the jobs that need doing that's fine but you will pay a premium to run.

The above dot points are not meant to come across as blunt or arrogant I just didn't want to go into a long winded email

Steve Charlton

- Need to have the lake entrance manned at all times, an option would be to limit shifts to just 2 hours.
- Many visitors/spectators vehicles did not have a tarp to put under their vehicle
- Introduce mat movement teams
- Radio problems, new style headsets with different microphones
- Toilets
- Scrutineering, push car checks, many did not have a complete spill kit
- Glycol in vehicles, this is banned on the salt.
- The need for high speed vehicles to be inspected by 2 scrutineers

Norm Bradshaw

- Toilets
- Mats
- Wrist bands
- Tool Kits for Rescue Teams
- Volunteers
- Timing
- Communication

Greg Telford

- Packing list for DLRA truck
- Orange Bali flags
- Dolly wheels for beam
- Green Clearance Flags

Dean Adamson

Toilets - The vacuum tank system did not work as good as it could have, there was problems with incompatible hoses and clamps. In the future we would need to sort this out. The vacuum motor and pump worked fine, the fresh water tank worked fine.

The parts and spares bought in Port Augusta all failed within days of being installed.

- Toilet #5 has a leak from the wastewater tank
- Toilet #7 has a leak from the fresh water tank
- Toilet #2 old style pump broken
- Toilet #6 new style pump broken

Meeting closed 11.38pm

Dates for 2015 - 2016

April Committee Meeting	20 th April 2015
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May Committee Meeting	11 th May 2015 We said it would be on the 4th
General Meeting #1	11 th May 2015 This is a Monday, can we please have it later in the Month in time to get a newsletter out.
June Committee Meeting	1 st June 2015
July Committee Meeting	6 th July 2015
August Committee Meeting	3 rd August 2015
September Committee Meeting	7 th September 2015
October Committee Meeting	5 th October 2015
General Meeting #2	12 th October 2015 This is a Monday, Bathurst is on from the 8 th – 11 th so it would be best to avoid this weekend
November Committee Meeting	02 nd November 2015
December Committee Meeting	07 th December 2015
January Committee Meeting	4 th January 2015
General Meeting #3	11 th January 2015
February Committee Meeting	1 st February 2015
General Meeting #4	28 th February 2016
Annual General Meeting	28 th February 2016
26 th Annual SPEED WEEK	29 th February – 6 th March 2016

Dry Lakes Racers Australia Inc.

P.O. Box 349
Castlemaine Vic 3450

Balance Sheet

As of 6/03/2015

Assets				
Cash On Hand				
Bendigo Bank Cheque Account		\$49,826.02		
Bendigo Bank Loans & Donations		\$20,160.91		
Petty Cash		\$500.00		
Total Cash On Hand			\$70,486.93	
Plant, Equipment & Fixtures				
Equipment				
Equipment at Cost	\$67,952.11			
Accum Dep'n	(\$9,573.11)			
Total Equipment		\$58,379.00		
Total Plant, Equipment & Fixtures			\$58,379.00	
Total Assets				\$128,865.93
Liabilities				
Long-Term Liabilities				
Members Loans Owing		\$19,950.00		
Rollover Entries		\$2,525.00		
Total Long-Term Liabilities			\$22,475.00	
Total Liabilities				\$22,475.00
Net Assets				\$106,390.93
Equity				

Member's Funds			\$28,713.09	
Retained Earnings			\$19,177.89	
Current Year Earnings			\$58,499.95	
Total Equity				\$106,390.93

Dry Lakes Racers Australia Inc.

P.O. Box 349
Castlemaine Vic 3450

Profit & Loss Statement

1/01/2015 To 6/03/2015

Income				
Annual Subscriptions		\$17,120.00		
Camping Fees		\$2,015.00		
Entries		\$65,050.00		
Meeting Income		\$211.00		
Membership - New members		\$1,500.00		
Merchandise Sales		\$949.00		
Raffles/Auction		\$40.00		
Lake Entry fee		\$1,525.00		
Sponsorship Income		\$6,364.00		
Total Income			\$94,774.00	
Cost of Sales				
Purchase of Merchandise		\$16,489.70		
Total Cost of Sales			\$16,489.70	
Gross Profit			\$78,284.30	
Expenses				
Meeting Expenses		\$159.87		
Bank Fees		\$636.25		
Campsite Expenses		\$514.00		
Consultants Fees		\$1,287.00		
Event Expenses		\$5,019.25		
Hire of Lake		\$3,500.00		
Insurance		\$6,571.00		
License Fees		\$209.00		
Maintenance to Plant		\$14.20		
Petty Cash		\$500.00		
Trybooking Fees		\$502.97		
Travel Expenses		\$965.00		
Total Expenses			\$19,878.54	
Operating Profit			\$58,405.76	
Other Income				
Interest Income		\$94.19		
Total Other Income			\$94.19	
Total Other Expenses			\$0.00	
Net Profit/(Loss)			\$58,499.95	

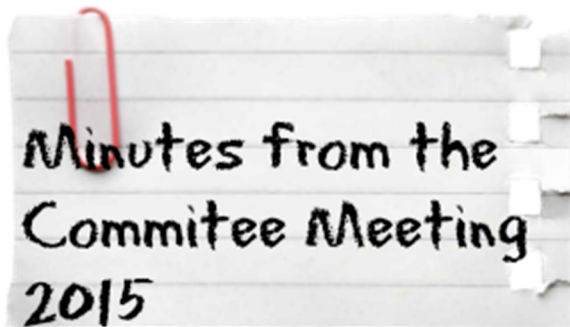
Speedweek 2015 Banking Reconciliation

Banking	Entries	Camping	Annual Subs	Lake Entry	Telephone	Merchandise	Auction	Members hip	Total
292	\$ 3,900.00		\$ 950.00			\$ 15.00		\$700.00	\$5,565.00
294	\$ 550.00		\$ 50.00					\$100.00	\$700.00
295		\$ 140.00	\$ 150.00	\$ 16,150.00	215.00	\$ 33,294.95	\$ 1,199.00		\$51,148.95
									\$0.00
	\$ 4,450.00	\$ 140.00	\$ 1,150.00	\$ 16,150.00	\$ 215.00	\$ 33,309.95	\$ 1,199.00	\$ 800.00	\$57,413.95

Trybooking Reconciliation

No	Banking	Entry	Camping	Annual Subs	Lake Access	Merchandise	fees	Total
1	12th January 15	\$ 8,850.00	\$ 1,200.00	\$ 700.00	\$ 725.00	\$ 324.00	-\$256.32	\$11,542.68
	19th January 15	\$ 7,575.00	\$ 840.00	\$ 600.00	\$ 725.00	\$ 150.00	-\$217.25	\$9,672.75
	29th January 15	\$ 900.00	\$ 190.00	\$ 100.00	\$ 75.00	\$ 87.00	-\$29.40	\$1,322.60
	15th March 15	\$ 1,475.00		\$ 50.00	\$ 600.00	\$ 250.00	-\$56.39	\$2,318.61
								\$0.00
								\$0.00
								\$0.00
		\$ 18,800.00	\$ 2,230.00	\$ 1,450.00	\$ 2,125.00	\$ 811.00	-\$559.36	\$24,856.64

Total of Trybooking and money taken at event banked as at 17/4/2015 \$ 82,270.59



4th May, 2015

Meeting opened: 7.35

Attendance:

Rob Carroll, Greg Telford, Steve Charlton, Carol & Rod Hadfield, Graham Hadley, Lionel West, Greg Butler

Conference Phone:

Greg Wapling, Bob Ellis, Paul Lynch, Stephen Bridge, Gary Satara, Peter Liekvold, Garry Brennan,

Apologies: Norm Bradshaw, Chris Hanlon, Michael Brixton

Minutes from Previous Committee Meeting:

Moved: Gary Seconded: Bob

Action Items from last Committee Meeting:

1. GregW to contact GRAC about invoice for 2014.
2. Gary and Stephen to put a costed proposal together indicating the limitations and legal ramifications of undertaking this activity - See Correspondence in.
3. Greg W to prepare a report and get it checked by Dennis Carroll before forwarding on the David Grosse
4. GregW to include more specific directives in regard of Media in our documentation.
5. Denis Carroll to investigate the legal rights and privileges of the media in circumstances like this.
6. GregW to contact Dr. Scott Lewis to update our documentation
7. GregW to investigate how the canteen area is defined.
8. Gary to put together a proposal for inclusion of a weight chart
9. Carol has contacted Gemma Dunn to discuss the newsletter but until we have contents for the newsletter we can't put one together.

Correspondence In:

1. Quote from G & C Communications for extra radio's
2. Email from Gary Satara regarding information on setting up of a Company
3. Email from Dennis Campbell relating to setting up of a company and a response from Gary.
4. Email from Gary Satara requesting we continue discussion on having a DLRA conference day on the Saturday before the next General Meeting in Melbourne for all officials to better organise the next meeting. Gary would be happy to put together the agenda and run the meeting if necessary after consultation with all the relevant stakeholders.
5. Email from Paul Lynch regarding conference calling, he has a proposal with costings.
6. Email from Garry Brennan with photos for an alternative Timing Van as the one we have purchased has turned out not to be suitable.
7. Email and quote from member #969 Greg Benson with a suggestion of having printing done on caps to be given to the original 25 members.

Correspondence Out:

3. Payments made as per attached report.
4. Email to Dr. Scott Lewis re: recommendations in his report.

Financial Report: as at 1st May 2015

- **General Account:** \$ 71,823.16
- **Loans & Donations Account:** \$ 20,160.91
- **Petty Cash** \$ 603.50

Balance Sheet, Profit and Loss & Payments reports attached.

Moved: Carol Hadfield Seconded: Steve Charlton

General Business:

1. To proceed with the proposal to secure the company name Gary and Stephen have indicated that they would become office bearers if there were no other committee wanting to do it.
2. Bob gave an update on Trent Clare, he has been moved to the Brain Injury Ward, and he still has a tracheotomy but is breathing on his own and is being fed through a tube. He does respond to Colin and has limited movement in his legs. The family are very well aware of everyone's wishes but continue to ask for privacy during his long recovery.
3. Toilets at Salt Bush Camp and Canteen. The DLRA is now supplying 2 toilets for the camp and another for the canteen. Michael Brixton suggested that maybe DEWNR mandate Mt. Ive to supply toilets, but it would more than likely be Dept. of Health. Steve suggested that we contact DEWNR again about constructing a drop toilet at the Salt Bush camp. The problem is the camp is on Mt.Ive lease, so we would need to get permission from them. Mt. Ive have already indicated that they will not spend any money on the camp, so we need some way of raising money or sponsorship for this project
4. Mats – Gary B wanted to clarify what was minuted in so far so he was talking about not a full second lane rather a splitting of the lane about 30 metres out. He has been in contact with the suppliers again and they do not have the same mats we have now in stock and when they do they will be \$290 +GST. They do have another brand that are made in Europe and are only \$208 + GST, problem is they are black. There was lots of discussion as to what effect the colour would have on our application. As another alternative solution Gary said that the supplier can hire the mats to us from their Whyalla depot but they would need some heads up as to how many we would want.

ACTION: Gary to enquire on how much it would cost to hire 300 mats and get them delivered to the lake.

5. Quad bike – Graham has volunteered to service it and then the plan is to sell it as it is not suitable for our purposes. Discussion was then centred on a replacement. Another quad bike is not an option as they cannot be registered without considerable modification and to buy one that could do the job would be in the region of \$7-8000. It was considered a much better alternative would be to buy 2 utes (for the same or less money), one for the toilets and one to replace Chris Hanlon's ute which has now been taken away.

ACTION: Committee members to look for a ute or crew cab to do the job.

6. The concept of a form of recognition system was discussed again. There is unanimous support for this. A suggestion was made to call it a "Hall of Fame" rather than a life membership to avoid confusion. This was moved by Bob and seconded by Gary B. It was felt that nominations could be made under several titles or activities so that the recipient could be someone could be a competitor or an official in fact anyone that was deserving of recognition and that criterion would be left open at this stage.
7. 200mph achievers, at the last meeting Greg proposed that those competitors who achieved 200mph on the windy Monday be accredited as an achiever. The committee requested that this be held over until this meeting to consider. Bob made the point that there was no accurate instrument to test the wind for 2015. There was

unanimous agreement to accept this proposal.

ACTION: Greg W to adjust results page.

8. Repairs to DLRA truck – John has had his representative to inspect the truck and provide a quote which was over \$5000. We are now waiting for John to respond.
9. New rules and weight charts, Bob told us that the Yanks know what happened at Speed Week and are also very much trying to make something good out of a bad situation. Barry Bryant is collating information about recent incidences in an effort to make for safer vehicles to be constructed. This will be in memory of his brother Geoff Bryant who passed away as the result of an accident at Bonneville
10. The quotation for the new radio equipment included 2 heavy duty headsets, 1 throat mike, 2 car radios and 4 hand helds. The committee were very happy with the price quoted. Moved to purchase by Greg W, seconded by Steve
11. DLRA Conference Day – if we are to do this, it looks like the Saturday prior to October General Meeting would be the ideal time.

ACTION: Gary S to draft an agenda for a Conference

12. Phone Conference Calls –Paul informed us that the system has let us use over the last 12 months is closing. He has already identified a similar system that would cost us \$30-40 per meeting.

ACTION: Paul to set up our new conference call host

13. Timing Trailer, the trailer we recently purchased has on closer inspection proved to be not as good as what we first thought. Gary B found another larger van in Shepparton that would be very suitable and he thinks he can negotiate a good price for it. It is already set up into two rooms and has windows to suit. So the plan now is to strip the first van and set it up for carrying the mats as the trailers we have are very light weight and to purchase the bigger van. Thanks to Greg Butler for picking up the original van and doing some work on it.

ACTION: Gary B arrange purchase Shepparton caravan

14. Caps for foundation members, get 25 of this year's caps embroidered with "Lake Gairdner 25 years" on the back as a special souvenir. Cost is about \$5 each. Approved.

ACTION: Carol to arrange to get 25 caps embroidered.

15. 200mph Club caps and decals are ready to be sent out. We will present to those that are at the Victorian Meeting, the others will be posted out. Plus the tin signs have arrived as well.
16. Repayment of Loans – Need to send out a letter to get payment details. Give an option to turn it into a donation.

ACTION: Gary S and Carol to draft letter

17. Paul had produced a comprehensive report on the timing System. Comment will be held over until the next meeting so that people have a chance to read it.
18. Gary asked when the next payment to Carol was due to be made, not due until July.
19. Gary proposed that all entries only be accepted on the Try Booking system; however several other members felt that it would never be possible to get 100% compliance and many members were not computer literate or had access to a computer. All we could do is encourage entrants to use the system in preference to hard copy.
20. The Victorian General Meeting has been moved to 24th May 2015 as Queensland is holding their meeting on the 17th May.

ACTION: Greg to confirm use of NSSR clubrooms

21. Items to come out of reports. Held over for next meeting

Meeting closed 10.00pm