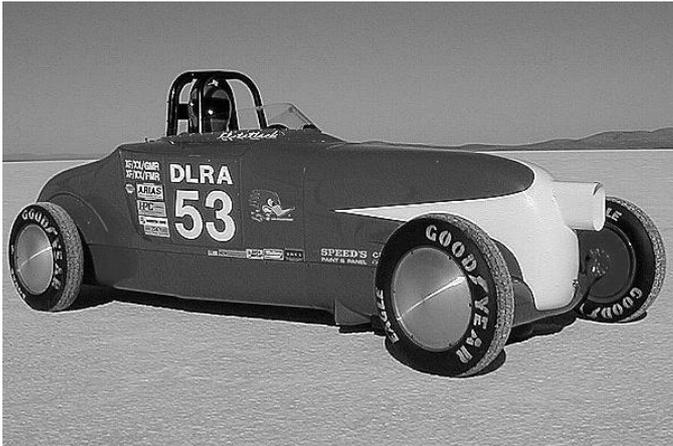


Bob Bowman T Ford Roadster D/GMR 161.608



Graham Cain 72 LJ Torana E/PRO 136.798
 Norm Golgerth 72 LJ Torana E/PRO 133.729
 Leo Monahan 72 LJ Torana E/PRO 131.08
 Colin Moore 72 LJ Torana E/PRO 134.248



Mike Davidson T Ford Roadster XF/FMR 153.087
 Mike Davidson T Ford Roadster XF/GMR 141.933



Mark Dunn 76 HJ Holden Station Wagon C/GCC 163.228
 Greg Hamilton 76 HJ Holden Station Wagon C/GCC 163.882



Tony Berthun 72 Valiant Charger D/PRO 141.922



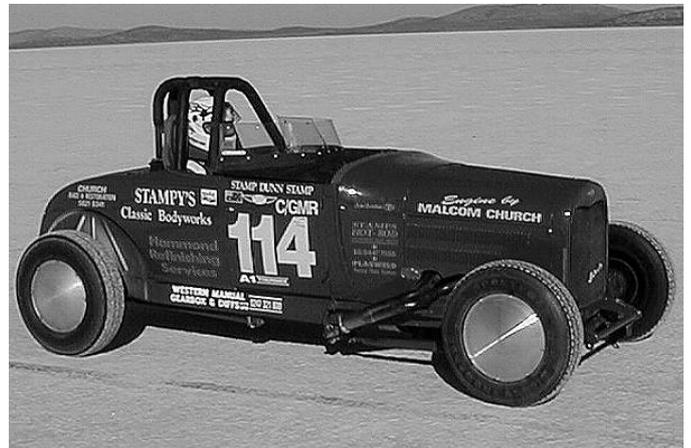
Rod Mappin 28 Whippet F/SPD 92.86
 Ross Foster 28 Whippet F/SPD 88.687



Chuck Sharpe T Ford Roadster V4/GMR 120.756



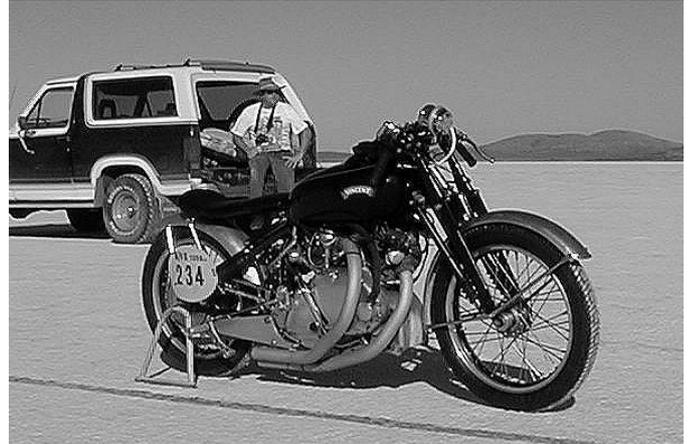
Don Noble 87 Nissan S/W F/PRO 125.47



Steven Stamp A Ford Roadster C/GMR 158.905



Peter Arundel 24 Indian M/VF 1350 158.73



Mal Hewitt 50 Vincent M/VG 1350 140.296



Paul Slade 81 Mazda RX-7 C/MS 168.855



Mark Bryan 71 XW Falcon Sedan C/PRO 161.696



John Pudney Kawasaki MPS/G 1000 170.261



Brian Nicholson XA Ford Coupe C/PRO 186.912
Brendan O'Reilly XA Ford Coupe C/PRO 186.412
Micheal McNally XA Ford Coupe C/PRO 184.407

Change of address

Check your details in the member's list. Every time we post out the newsletters, we get a few returned. If you've recently changed address or are about to please fill out the slip and post to: - DLRA PO Box 349 Castlemaine VIC 3450

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DLRA Website

The web site has had a major update starting off with a new site for the 2002 Speed Trials a <http://www.geocities.com/dlra5/>. The drivers page, car and bike records pages have also been updated and I've also managed to complete 28 driver/team profiles that now have their own web site a <http://www.geocities.com/dlraprofiles/>.

I'd like to thank Andrew Parish for supplying photos for the web site and the newsletter. John Broughan for photos and his Stewards report, Rod and Carol Hadfield for the minutes and maintaining the members database and last but not least Peter Noy for the results



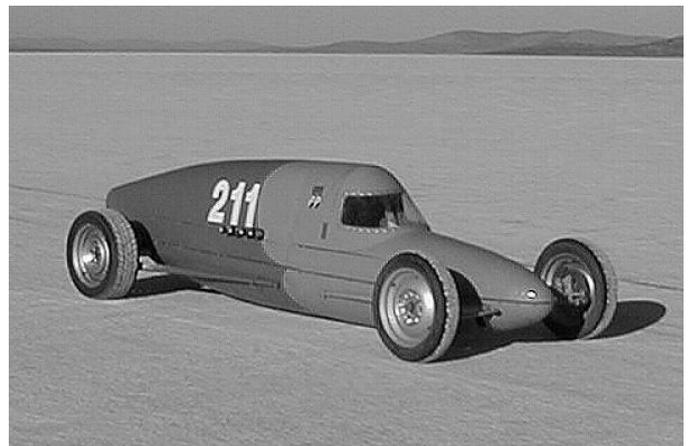
Stuart Lappin Honda P/P 650 167.644



Stuart Lappin Suzuki P/P 1350 189.953



Bob Ellis 65 XP Ford Falcon Coupe C/GCC 169.987



John Broughan Belly Tank G/GL 130.274
Paul Broughan Belly Tank G/GL 128.562

Hot-Rod
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Setting up and clearing down a 9 mile track is a large task. I had hoped to have the track running on Monday morning, but it wasn't to be. We will be reviewing our methods in the next 6 weeks or so to see what improvements can be made to speed up the process. The new drag is a huge improvement, and the amount of work required on the track has been reduced considerably. I think the good condition of the track was also improved by the heavy drag, which has reduced the traffic and work needed to get a good surface.

Thanks to the Moe boys, Gary Baker and Peter Noy for arriving early and setting up the track. The position of the track was good this year, as it allowed spectators on the small islands on the pit side of the track. This gave an elevated view of the meeting at about the 4 mile mark, whilst still providing a safe viewing position.

Other items

The riding in the back of Utes, trailers and other such things will no longer be tolerated. It was made clear to me in no uncertain terms that the Lake Gairdner national park comes under the road traffic act, and the police can charge any person for breaches of the act. Another item raised was pillion passengers on 4 wheel motorbikes.

The National Parks ranger was generally happy with the steps we make to keep the lake clean, and the discipline that we apply to ourselves with our general behavior and tarps and fluids etc. The dust on the pit access road is a problem, and a compressor would seem to be the answer to this. We will be looking to sort this out before next year. There were some problems with cars entering the lake and track after the track had closed, and we will find some way to prevent access to the lake after dark.

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Lucky Keiser Streamliner S U/G 159.292
Linden Cooper Streamliner S U/G 187.75



Rod Hadfield VS Commodore AA/FALT 248.721
Lionel West VS Commodore AA/FALT 231.258



Allan Murchison Streamliner AA/GS 177.252

All racers are to be congratulated on their behavior and the speeds achieved. Was Mark Dunn having fun?, and the Stamp car was performing some respectable speeds. John Lynch has certainly moved the goal posts forward, a great job John, congratulations and I hope you can repair the motor for next time, also to Norm Hardinge, it would be great to get another Australian record in the US list, if the car was at Bonneville and could back up his speed which was well above their class records, but with a leg out of bed, he also has some repairing to do, but 200mph may not be out of reach for this car. Alan Murchison blew a tyre, he may need to get some suitable replacements for the weight and speed.

GM never mentioned that windows popping out a 240 mph was likely to happen, so we will have to overcome that problem. Does anyone have to get any salt tyres? We may be able to get a little bit of a deal on a few as I need some. It was disappointing that our clutch couldn't take the power. This was the clutch that Chuck Salmen ran, so it must have been at its limit in his car, but with a heavier car and more power it couldn't hold out. We will have to look elsewhere. We had geared the car for a 260 mph run when it let go, it filled the car with choking smoke and with the windows taped up to stop them falling out, a chute failure, just when you didn't need it, it is not much fun trying to see the track, work a handbrake, release the seat belt and trying to get the door open, when the handle is 18" forward of the seating position, I can see some form of ventilation coming up, but at least the motor is still running.

Well, I better get this dribble to Greg at the news desk.

Rod

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Stewards Report

What a meeting. The salt was hard and the track was good. Those of you who missed the meeting probably missed our fastest conditions so far. Most entrants exceeded previous speeds by a significant amount. John Lynch took the brick out from behind his accelerator pedal and picked up over 20 Mph to run 297 Mph. I am sure he can taste 300, and next year should be an exciting meet. Stuart Lappin running 189 on his Suzuki, the Vincent from Whyalla, and the 1925 Indian all running incredible numbers.

It was also pleasing to see an increase in children and partners making the trip this year. We do have a few difficulties catering for this with the way the camp is set up, but a little bit of commonsense and courtesy will overcome this.

The quality of entries was high again this year, with several first timers exceeding 160Mph. We had two entries in the new speedster class, and another that must have had serious problems, as it arrived on the lake, but didn't make it to scrutineering.

Thanks

I would like to thank our starters for this year. Leigh, Digger, Allan, Rod, Kevin and John took on the starters role for parts of the meeting. I think it is a very valuable experience for all competitors, and next year I will insist that all competitors spend an hour or so on the start line. I would like to thank the first aid and the fire and rescue crews who attend. The CFS volunteers who attend are here unpaid in their holiday time, because they are helping the CFS raise funds, and because they enjoy our meeting.

Thanks to Bob Ellis for his donation which assisted with the meat and drinks for the windup party on Friday night at the caravan park. As everyone seems to be BBQ'd out by Friday, next year we will have Pizza and some roasts and salads. Doc's lovely wife Cathy has generously offered to cook some of the roasts for us, and I look forward to this as both a windup and social party, and a thank you to the people who stay back on Friday to help pack up. I also intend to provide some food for the AGM, and the thinking at the moment is to cook some meat and spuds in a Weber or something similar. I anyone can either take a Weber, or operate it on the Tuesday afternoon/evening, don't be shy coming forward

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Rods Ramblings

Rod Hadfield

It still has the same effect on you every year when you cross that last ridge and see that vast expanse of pure white salt. It has been a year of continuous work to get to Gairdner for that magic week. Meeting the regulars and the new faces is great but possibly the greatest relief after a fortnight of pure hell with the uncertainty of the insurance, was to see the start line and witches hats, what were we going to do if the insurance didn't come through, knowing that some teams would already be on the road. I had to take the gamble that it would come, I was worried I tell you. I must have had 50 phone calls asking what is the go, what could I say!

To everyone else who prepared the meeting I say thanks. What a relief to hear when we arrived that the track was prepared and the timing was working. Peter Noy, you did a sterling job all week, you and Eric Smith are to be complimented. Andy for getting the camp running under very difficult circumstances. The water team, the Moe boys, Gary Baker from Canberra, Kevin Seville all did a sterling job for the club stepping forward in many roles, especially on auction night and helped by Robin Cseh, thanks. To the guys that filled in as starters, thanks. The team at the inspection tent doing another sterling job thanks from us all. John Broughan, showing great leadership under difficult circumstances, and I know what it is like trying to do your bit and run a car. All in all the meeting ran well and Steve Charlton did a great job again around the pits and for the club finances, thanks Steven. To those who took on new roles at the Annual Meeting, especially Rob Carroll taking on Presidents job will make things easier for Carol and I. We had quite a few new members' sign up and sold 95% of our T-shirts, we had to order 50 more for backorders.

What a pity the other lake turned out to be unsuitable, I have spoken to Mike Davidson and he is going to check out any other way to access Lake Gairdner. Right now we have no real problems with the Andrew family, I have spoken with them a length and straight to the point. The ranger from the Department of Environment and Heritage seems to be on our side, but has made it clear his job starts and finishes at the lake edge.

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▼ Sign Writing

2002 Speed Trials Results

pb is for a personal best

Record/Open is for a new record that hasn't been set before

Record and a speed indicates a new record and the previous record

Name	Vehicle	Class	MPH		
John Lynch	Belly Tank	A/BFL	297.939	pb	Record 272.809
John Broughan	Belly Tank	G/GL	130.274	pb	Record 112.306
Paul Broughan	Belly Tank	G/GL	128.562	pb	
Allan Murchison	Streamliner	AA/GS	177.252	pb	Record 151.725
Mike Davidson	T Ford Roadster	XF/FMR	153.087	pb	Record/Ope
Aulis Soderblom	A Ford Roadster	C/GMR	159.334	pb	Record 158.905
Steven Stamp	A Ford Roadster	C/GMR	158.905		
Rob Carrol	A Ford Roadster	C/GMR	155.601	pb	
Bob Bowman	T Ford Roadster	D/GMR	161.608	pb	Record 161.081
Mike Davidson	T Ford Roadster	XF/GMR	141.933		
Chuck Sharpe	T Ford Roadster	V4/GMR	120.756		
Norm Hardinge	34 Ford Roadster	B/GR	185.854	pb	Record/Ope
Wayne Belot	34 Ford Roadster	B/GR	184.634	pb	
Cled Davies	17 Dodge	E/SPD	83.104	pb	Record/Ope
Rod Mappin	28 Whippet	F/SPD	92.86	pb	
Ross Foste	28 Whippet	F/SPD	88.687	pb	
Bob Ellis	65 XP Ford Falcon Coupe	C/GCC	169.987	pb	Record/Ope
Mark Dunn	76 HJ Holden Station Wagon	C/GCC	163.228	pb	
Greg Hamilton	76 HJ Holden Station Wagon	C/GCC	163.882	pb	
Rod Hadfield	96 VS Commodore	AA/FALT	248.721	pb	Record 229.767
Lionel West	96 VS Commodore	AA/FALT	231.258	pb	
Paul Slade	81 Mazda RX-7	C/MS	168.855	pb	Record/Ope
John Dent	68 Ford Mustang	A/PR	168.342	pb	
Norman Bradshaw	68 Ford Mustang	A/PR	170.43	pb	Record/Ope
Brian Nicholson	76 XA Ford Coupe	C/PRO	186.912	pb	Record 184.407
Brendan O'Reill	76 XA Ford Coupe	C/PRO	186.412	pb	
Micheal McNally	76 XA Ford Coupe	C/PRO	184.407	pb	
Nicholas Brown	77 HX Holden	C/PRO	102.939	pb	
Greg Kelly	76 XA Ford Falcon Coupe	C/PRO	177.654	pb	
Mark Bryan	71 XW Falcon Sedan	C/PRO	161.696	pb	
Norman Bradshaw	99 Ford Falcom XR-8	C/PRO	92.168	pb	
Mark Hadfield	67 Ford Mustang	D/PR	179.104	pb	Record 171.18
Wally James	67 Ford Mustang	D/PR	170.519	pb	
Tony Berthun	72 Valiant Charger	D/PR	141.922	Pb	
Graham Cain	72 LJ Torana	E/PRO	136.798	pb	Record 133.48
Norm Golgerth	72 LJ Torana	E/PRO	133.729	pb	
Leo Monahan	72 LJ Torana	E/PRO	131.08	pb	
Colin Moore	72 LJ Torana	E/PRO	134.248	pb	
Don Noble	87 Nissan S/W	F/PRO	125.47	pb	Record/Ope
Leigh Russell	84 Suzuki	I/PRO	96.331	pb	Record/Ope
Club Animal	Ford Bus	BUS	66.57	pb	
Stuart Lappin	Suzuki	P/P 1350	189.953	pb	Record 172.993
Stuart Lappin	Honda	P/P 650	167.644	pb	Record 161.398
Robert Traum	Harley	P/PG 1800	120.353	pb	Record/Ope
Lucky Keiser	Streamliner	S U/G	159.292	pb	
Linden Coope	Streamliner	S U/G	187.754	pb	Record/Ope
Craig Hartman	Suzuki	APS/BF 1350	148.026	pb	Record/Ope
Craig Hartman	Suzuki	APS/G 1000	153.181	pb	Record/Ope
Paul Slade	Suzuki	MPS/G 1350	151.177	pb	Record/Ope
Bob Prior	Suzuki	MPS/G 1350	148.484	pb	
John Pudney	Kawasaki	MPS/G 1000	170.261	pb	Record/Ope
Micheal Hite	Harley	A/PG 1350	140.208	pb	Record/Ope
Bob Prior	Suzuki	M/G 750	149.377	pb	Record/Ope
Peter Arundel	24 Indian	M/VF 1350	158.73	pb	Record/Ope
Mal Hewitt	50 Vincent Rapide	M/VG 1350	140.296	pb	Record/Ope

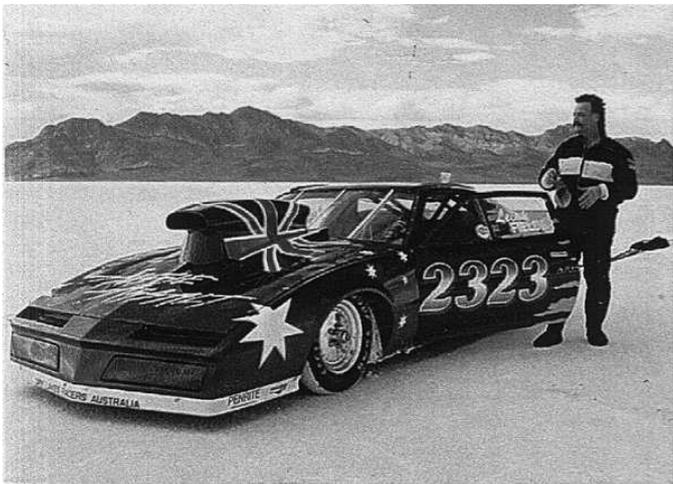
Kevin Saville stated that Andy Jenkins had to clean up rubbish at the end of the last meeting, which should have been done by the members. You bring it-you take it.

Speed limits should be adhered to during the meeting as dangerous situations may be encountered.

Alan Chapman and Robin Cseh were made honorary members for services to the D.L.R.A.

The meeting closed at 9.10p

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Lost and Found

Found: One pair of 6 inch side cutters. Attached to perfectly good tire. Contact John Broughan



New Members

Welcome to the following new members over the last 12 months.

- 278 Malcom Church, Shepparton Vic
- 279 Peter Cumes, Ormiston Qld
- 280 Terry Prince, St. Albans NS
- 281 Don Noble, Clayfield Qld
- 282 Gary Baker, Captains Flat NSW
- 283 Dennis Boundy, Robe S.
- 284 Stuart Carter, Browns Plains Qld
- 285 Phil Stelling, Bungendore NSW
- 286 Barr Smethurst, Buln Buln, Vic
- 287 Dennis Lesslie, Agnes Banks NSW
- 288 Ben Dawson, Emerald Qld
- 289 Paul Slade, Invergowrie NS
- 290 Mark Ashelford, Bayswater W.A
- 291 Luke Schiller, Pinnaroo S.A.
- 292 Mark Bryan, Murray Bridge S.
- 293 Ian Ashelford, Mandurah W.A
- 294 Colin Moore, Greensborough Vic
- 295 Norman Bradshaw, Halla Vic
- 296 Aluis Soderblom, King Valley Vic
- 297 Ross Foster, Langwarrin Vic
- 298 Trevor Beck, Whyalla S.A.
- 299 Robert Murdoch, Port Augusta S.A.
- 300 Brian Ross, Sanctuary Cove Qld
- 301 Robin Cseh, Springvale Vic
- 301 Les Salmon, Drouin Vic
- 302 Allan Chapman, Castlemaine Vic
- 303 Phil Mumenthaler, Kununurra W.
- 304 Stuart Penn, Magil S.A.
- 305 Steven McGuinness, Bibra Lake W.A
- 306 Gary Brown, Northmead NS
- 307 Chris Aberley, Queenstown S.A.
- 308 Robert Traum, Iron Knob S.A.
- 309 310 Kym Dahl, Queenstown S.A.
- 318 Bruce Taylor, Port Augusta S.A.
- 319 320 Mathew Crump, Lower Hutt New Zealand



suitability, it is 30 km from Kimba and is called Lake Gilles. The owner of the station, Goey, addressed the meeting saying he would be only too happy to have us should the lake be suitable. A decision will be made and members informed following tests. A proposal of buying the station at \$3000.00 a member was too expensive. There was a possibility of Mount Ive station being sold where negotiations could be held with the new owners.

The DE&H are holding \$3,000.00 deposit as a bond, a burn out in the pits could jeopardise this deposit, the area is to be kept as clean as possible.

The camp fees are to be paid by members by Wednesday night

The club will need to order more T-shirts, a minimum run of 50 will need to be ordered. Members will need to order with merchandising a the scrutineering tent on Wednesday, also Club jackets would need to be ordered if anyone is interested.

Thanks were extended to Trevor Beck and the Vincent racing team from Whyalla for their contribution to the club with the drag and chains. Thanks also to Doc from Port Augusta wreckers for organising the water. The meeting decided to make both of them members.

Thanks to Kath and Greg Kelly for trying to gain insurance in the last week before the event.

Thanks also to the Moe boys for setting up and thanks to Andy Jenkins and his mate also.

John Broughan extended thanks to everyone else that helped.

Andy Jenkins suggested that a letter to subscribed members would be required if Lake Gilles was suitable. Letters are still being returned with wrong addresses. Subscriptions are to run from March to March.

The meeting extended thanks to Gary Beck for bringing his fire equipment for a display with suitable systems to be demonstrated as Halon has been banned in Australia, along with his donation of a pump to wash down vehicles at the lakes edge.

A parcel from Gail Phillips with gifts from the U.S.A. was presented and to be auctioned on Wednesday night. Rod wrote to Gail to thank her for her contribution along with Doug Odom and Gary. The auction is to be run on a number principle to avoid people not paying for goods. I.D. is required from patrons who are not members of D.L.R.A.

Norm Hardinge has the event posters and they will be available from Rod and Carol Hadfield.

The dates for next year's speedweek will be 10th to 14th March 2003.

John Broughan reminded drivers that safety pins must be pulled out of extinguishers before going down the race track and a barbecue would be held on the Friday night at the Port Augusta Caravan park for all who want to attend, with Bob Ellis donating towards this. Friday morning runs would be held from 11am until 12 noon.

The Election of Office Bearers then took place:

President:	Rob Carroll
Vice President:	Steve Charlton
Secretary & Treasurer:	Rod & Carol Hadfield
Chief Steward:	John Broughan
Scrutineer:	Len Souter
Race Director:	Greg Kell
Race Timer:	Peter No
Assistant Race Timer:	Eric Smith
Starter:	Gus Gursansky
Assistant Starter:	Jeff Steer

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but the important point here is that if you realize a part of your race vehicle, tell someone immediately, so the track can be shut down and a sweep done to check for debris. No one will be concerned about shutting the track for a safety check. But more importantly no-one wants to be the cause of an accident.

Dash Plaques

Plaques from the 2002 meeting (and before) are available on order from Chris Weir. Send him the date, speed, class and drivers name along with \$15.00 for each plaque and he will post them back. The engraver will not set up the machine unless he has at least 10 to engrave, so send your orders now to; Chris Weir, Allambee Road, Darnum VIC 3822

Race Fuel

It is apparent that regulations are getting tighter on availability of all types of race fuel. Chris Weir is negotiating with a supplier to get the DLRA registered, so members can source the type of fuel they need. More on this later.

Club UHF Radios

The handheld UHF radio's that belong to the club need to be gathered up so we can send them to Trevor Beck. He will check them for proper operation on his test rig before next years meeting. If anybody has one in their possession, please contact the committee.



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Annual General Meeting - Minutes of Meeting

Held at Lake Gairdner SA on the 12th March 2002

The meeting was opened at 7.30pm by Rod and he welcomed everyone present.

Apologies were received from: John & Debra Dawson, Paul Dass, Ra Charlton, Leigh Fielder and Rex Nesbit.

There were no minutes read as there had not been an annual meeting held in 2001.

The **Financial Report** was read, showing a Bank Balance of \$ 12835.35. Rod Hadfield moved that it be accepted and seconded by John Lynch.

Stewards Report: John Broughan reported that the rule book for 2003 is in loose leaf form, the contents are based on the S.C.T.A. rules with the addition of two classes, one being Ute and the other being speedster up to 1934. There was discussion on fire equipment, for example Halon replacement. John moved a motion that the rulebook be accepted with amendments tabled. Passed by the majority.

State Meetings: Peter Noy reported on the Christmas Barbecue in South Australia, the new rulebook was shown and the members present were happy with it

Approximately twenty people from Western Australia were present and may be interested in forming a branch in that state. Murray from the Cruising television show is at SpeedWeek and will interview members on Wednesday.

Discussion was held on a letter received from Mt Ive station and the three proposals regarding the campsite Mike and Rod discussed were tabled:

1. Give them a fee of \$10,000.00 and secure the site
2. Back pay \$1800.00 per year from when the camp was purchased in 1998 and then pay a further \$1800.00 each year.
3. Mt. Ive Station can have campsite free of charge and they can get whatever income they can during the year from various groups.

Mike Davidson, Mick McNally and any other interested members are to inspect another lake for

Presidents Report

Rob Carroll

I would like to start off by thanking the previous committee for their hard work over the past year.

For those members who don't know me personally, I have been a member of the DLRA from early in 1990 and when to the first Speed Trials we held in that same year. Then I ran my roadster in 1991 and 1993, this year I was fortunate to get a drive in Stampy's Model A Roadster. A big thanks to Keit and Steve.



This years meet ran smoothly thanks in no small part to John Broughan's organising talents and in between he also did tech inspections and even got to run his lakester. Starting with this committee we are going to have a Race Meeting Director and a Chief Steward, because one member simply cannot do both jobs effectively.

Water consumption at the camp continues to be a problem. It's not a 5 star hotel at the camp and we need to conserve the water by ensuring that we take short showers etc. as all the water has to be trucked in.

I would like to congratulate all the drivers who increased their speeds over last year (and there were quite a few). In particular John Lynch for setting fastest speed once again at 297.9 MPH while demolishing his engine.

Speaking of speeds, Peter Noy and Eric Smith did a fantastic job keeping the clocks going with worn out batteries and not many spare parts. The batteries will need to be replaced for next year and we have a couple of people looking into that.

Changes to Lake Entry and Exit will need to be effected for next year to stop dropping as much red dust on the salt surface as this year. A petro

engined compressor may be a partial solution to blow dust from wheels etc.

Animal's auction was a huge success again. See more in the Treasurers Report.

Lost and Found Department

Wanted; Would the person who picked up a 10 stud truck rim from the side of the road and left the tyre behind, please return it. The water truck it came from has a very irate owner. If you would like a shower next year, you know what to do. Anybod with info can contact the committee please.

Lost; Wednesday night- one genuine cat hat (neighborhood variety

Found; Thursday morning one cat hat in the boot of the Moe boys XA Falcon Coupe after a 186MPH run. FLAT OUT CAT?

Thanks Dept.

- Kevin Saville would have to take the trophy for highest mileage for the week in his Datsun at 752Km.
- Garry Baker for his car wash pumps setup.
- Trevor Beck for his Communications equipment.
- Trevor Beck again for organising several loads of water at an extremely low price.
- Stuart Lappin and his wife for track setup in the blazing sun, when they hadn't even set up their tent.
- CFS and First aid Volunteers for their help

Animal thanks everybody for their generous contributions of merchandise for the auction and all the buyers for their generosity

A Point to Consider

Alcohol consumption in the pits; From a safety point of view, any driver of a race car should be .00 and even pit crews should be careful - What happens when things don't get tightened up properly?

From a media point of view, a person walking around with a camera could project a very damaging view to the world of what we do out there.

Important Note

An item of interest that came out of Alan Murchison's spinout in his streamliner. While searching the track for debris, a piece was found that did not belong to Allan's car. The racer it did belong to, had lost it and not reported it to the race Director or Chief Steward. No one can tell if this piece of debris caused Allan's tyre blowout or not



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SPEED TIMES

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Steven Stamp A Ford Roadster C/GMR 158.905



Bob Ellis 65 XP Ford Falcon Coupe C/GCC 169.987

**Full Coverage of
the Speed Trials**

**All Drivers Top
Speeds**

New Committee

Dry Lakes Racers Australia