

SPEED TIMES

Issue 57 - APRIL 2017

THE OFFICIAL NEWSLETTER OF THE DLRA

From the Chair

What a difference 12 months makes.

We arrived at the Lake on Saturday afternoon finding the entrance not looking too bad and all the new mats out to help getting on and off the Lake.

Went to the pit area to unload our equipment and car. All the volunteers had been working hard for three days and most things were looking good.

Down onto to the Lake first thing Sunday morning to set up our pit area with my crew of great helpers. Myself checking in with our committee members and volunteers about the progress.

Later in the day leaving the Lake we checked Track 1 and it was just about perfect. Track 2, not so good because it was a bit wet. But, as we know, Mother Nature can change things at our Lake.

Then problems with the tractor on Track 2 with a flat tyre meant Monday morning, Track 2 and 70 new rookies all heading for Track 1.

We then struggled to right this all day with people not knowing what to do as they were the rookies. Then those who should have known better, complained, instead of helping out to make things run better.

As for myself, I was very disappointed to hear

about some people's attitudes toward some of our volunteers. We are all out there to have a good time and run our bikes and cars. So if there is a next time... please help and don't complain. The committee is looking to change Track 2 for next year (if possible). The week got better and then the rain came. But, everybody on the vommittee and volunteers put their heads down and bums up to make sure everyone got their runs. Even with the shortened track on Friday. It was a great effort...

Plenty of bike records and cars records are to be congratulated. Flat Attack's 230 mph run made my week and the crew who were involved would have been inspired.

I think the Kiwi Bros got the best coverage and the best news is that he is safe and sound.

I would like to see more people attend and support the General Meetings carried out in Melbourne and different States throughout the year so they would have a better understanding how the Club works for them.

See you all at the next General Meeting in Melbourne on 21st May for your valuable input.

Norm Bradshaw.

Speed Week

At Lake Gairdner, every year is different. The surface of the salt was probably the best for many years requiring just a skim to be ready. That was just as well as the tractor that we hire from Mt Ive station had a flat tyre on its way to the Lake and we did not see it until the Friday, not leaving a lot of time to get the work done that it normally does. We ended up not grooming the pits at all, it was that good. Then Saturday another flat tyre saw us out of action for another day. Thanks to the "Hi-Vis" team for securing a couple of tyres and fitting them for us, they really saved the day. For anyone with a Chamberlain tractor any 16" 4WD off-road tyre will fit! Friday was set-up day and car inspection was opened in the afternoon, disappointingly Bob did not have many customers.

Saturday more entrants drifted in and set up their camps and pits with Bob trying to drum up work and Graeme now open for business too. Sunday was more of the same. The timing guys have out done themselves this year, not only did they have all the timing gear set up and tested ahead of time but they were also able to set up the new data network between the start line, timing van and registration.

For the first time ever we had a camera at the start

line that was viewable by the timers and on a big screen at the announcer's desk. There was also a new application to be able to print off timing slips on-demand at race control. Entrants could also view real time weather station information from race control. Absolutely amazing work, with a lot of the thanks going to Peter Hulbert.

Big thank you to all the volunteers and officials



Chief Starter Peter Leikvold and Tony Cooke discussing starting instructions.

involved with set up on a job very well done. Monday morning, we were racing at 8:30am which was a great effort for a first day. The forecast was for fine weather all week, so to get the severe short storms that we did on Wednesday and Thursday afternoons was a big surprise.

The whole meet was virtually incident free. There was the occasional blow-up but very few delays. Thursday morning Alan Blackwood collected the three-mile timing box, fortunately we had spares without Track 2 running. There was a spin on Thursday afternoon by the Firebird of Dave Rosewarne and Mark Love at around the 4.5 mile that also took out another set of timing gear. Simon Davidson from Street Machine magazine was lucky enough to catch it on video, when it come out it will definitely be worth a look at just how lucky Mark was.

We hadn't lost any timing gear for years and now we lose two sets in a day, time to check the insurance policy.

Friday finished with Ben Felten attempting the World Record for a blindfolded motorcycle rider. Ben had already achieved his 125mph licence earlier in the week and Kevin had a new record under his belt, so spirits were high. Unfortunately, after a couple of attempts it was decided to call it a day, at least Ben now had his 150mph licence. Not too bad for a man that cannot see.

So then the emphasis was turned to packing everything up and getting off the salt for the last time. The guys who helped with pack-up deserve extra praise. It's a hot job and you have already been out in the sun for a week. Extra special praise for the guy

picking up the mats with his young son. This is what makes the club and the Speed Week.

To all those that seemed to "forget" their volunteering duties over the week or did not volunteer at all, don't think for one moment you got away with anything, we know who you are.

Track 2 - there was grooming of Track 2 on the Friday and it looked fine, the return road was poor but it was last year and we just got away with it. But by Sunday it was too wet to run after about the two-mile and it was decided not to use it. By Tuesday morning it had improved slightly, enough to be able to run licencing passes over two-miles, and this is what happened for the next three days. We tried to make the best of a bad situation.

There were quite a few international competitors and visitors this year. We had Jack Rogers, Keith Turk, David Frieberger, Steve Strupp and Lawrence May who brought out three Camaro's from the States. Tim Lewis also from the States was here riding a AAA bike in an exchange arrangement from Bonneville last year. Sam Moses also from the US teamed up with Jeff Lemon. Then there was Dave Rosewarne and Mark Love with their Firebird over from New Zealand again. And we had a visit from a couple of guys from the Buckeye Bullett team doing a little reconnaissance, they were pretty impressed with what they saw and would definitely like to be here next year but rated their chances at the moment at 30%. That is pretty fair considering all the organisational, financial and logistical considerations.

| SUMMARY | | | | |
|--------------------|----------------|----------------|--------------|--|
| DAY | RUNS | | | DESCRIPTION |
| | Track 1 | Track 2 | Total | |
| Monday 27/02/17 | 119 | Closed | 119 | Weather: 37°C Track 1 opened at 8.30 and closed at 6.10pm |
| Tuesday 28/02/17 | 118 | 62 | 180 | Weather: 40°C Track 1 opened at 9.05am and closed at 6.20pm |
| Wednesday 01/03/17 | 93 | 60 | 153 | Weather: 42°C Track 1 opened at 8.15am, Storm stopped racing at 4.05pm Racing was called off for the day at 4.30pm |
| Thursday 02/02/17 | 83 | 61 | 143 | Weather: 42°C Track 1 opened at 9.05am and storm stopped racing at 4.10pm |
| Friday 03/02/17 | 32 | Closed | 32 | Weather: 38°C Startline was shifted to the 2 mile due to wet track. Track 1 opened at 9.40am and closed at 12.45pm |
| TOTALS | 444 | 183 | 627 | |

RECORDS

There were 63 records set at Speed Week 2017, of these there were 18 existing records broken and there were 45 new records set.



**Richard Assen on 2016
Assen-tecracing (Class 1350 A-BF)
Fastest speed 208.792 MPH.**

200MPH CLUB

We want to recognise all those that have reached a significant milestone in Land Speed Racing. To be eligible for the 200MPH Club the competitor must have exceeded 200MPH whilst setting a new record for their class. Each new 200MPH club member receives a specially embroidered "red hat" to signify their achievement.

| Number | Name | Speed | Class |
|--------|------------------|---------|------------|
| 673 | David Freiburger | 249.532 | AA/CGALT |
| 1415 | Lawrence May | 249.273 | AA/PRO |
| 674 | Keith Turk | 237.514 | AA/CFALT |
| 454 | Jeff Lemon | 210.773 | 1650 MPS-F |
| 519 | Richard Assen | 208.792 | 1350 A-BF |
| 1414 | Jack Rogers | 206.493 | A/FALT |
| 1246 | Darryn Weeks | 205.950 | C/FALT |
| 1106 | Steven Main | 205.187 | D/BGC |
| 542 | Jim Higgins | 201.432 | 1000 A-BF |

200MPH ACHIEVERS

The DLRA also wishes to recognise each of those competitors who have achieved 200MPH for the first time. In recognition of their achievement they receive a special DLRA "red hat with black visor".

| Number | Name | Speed | Class |
|--------|------------------|---------|------------|
| 1360 | Simon Barclay | 222.607 | B/BFCC |
| 1127 | Samatha Petersen | 203.195 | 1350 P-P |
| 891 | Paul Cox | 200.591 | 1350 MPS-F |

TROPHIES

| Trophy | Name | Sponsor |
|---------------------------|---|----------------------------------|
| Ranger's Choice | Samantha Petersen #1127 | DLRA |
| GRAC Monitor's Choice | Carried Over | DLRA |
| Race Director's Pick | Team Terraplane - Gus Cooper #1379, John Harvey #1381 | Bullet Supercharging |
| Tidiest Pit Area | Tony & Nicky Brearley #1228 | DLRA |
| Best Presented Crew | CFS Fire and Rescue | Blue Mountains Custom Metalcraft |
| Best Presented Motorcycle | Grant Schlein #371 | Inox Lubricants |
| Best Presented Car | Peter Warren #767 | Cambridge Motorsport |
| Fastest Ute or Pickup | Adrian Read #331 | Stephen Bridge |
| Rookie of the Year | Jim Higgins | Bullet Supercharging |
| Fastest Woman | Samantha Petersen #1127 (203.195 mph) (by 0.218mph from Kim Krebs) | Smick Books |
| Top Time of the Meet | Lionel West #272 (267.857 mph) | Jack Bros. Engineering |

**Chris Hanlon in 1981
Ford F100 (Class D/MP).
Fastest speed 154.945
MPH.**



**Tony Cooke in Lakester 2016 (Class D/FL).
Fastest speed 180.605 MPH.**

RESULTS - Speed Week 2017

Results of DLRA Speed Week, February 27th - March 3rd 2017 - 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

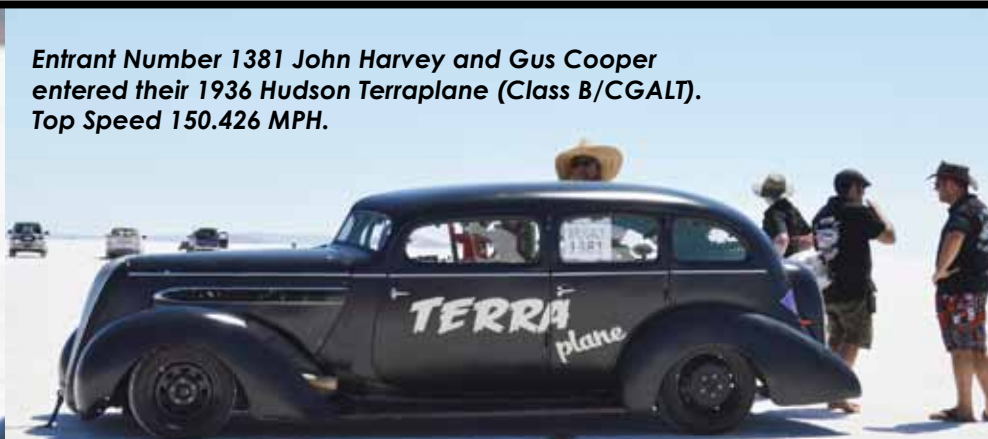
TRACK 1

| Entry # | Name | Vehicle | Class | Top | Previous | Current |
|---------|-------------------------|--------------------------|-------------|---------|----------|---------|
| | | | | Speed | PB | Record |
| 2 | Andy Jenkins | Lakester | J/GL | - | 113.578 | 113.578 |
| 12 | Rob Carroll | 1997 Falcon | E/GALT | 159.222 | 166.690 | 167.629 |
| 70 | Phil Heeremans | 1974 Datsun 260Z | A/GMS | 156.087 | 192.000 | Open |
| 135 | Phil Cvirn | 1964 Harley Davidson | 1650 MPS-PF | 158.423 | 154.229 | 154.229 |
| 143 | Peter Leikvold | 1934 Ford Roadster | B/GR | - | - | 212.653 |
| 150 | Peter Vansittart | 1954 Triumph | 650 A-VF | - | 130.243 | 130.243 |
| 178 | Ronnie Stayt | 2006 ZX14 Kawasaki | 1650 APS-BG | - | - | 209.035 |
| 192 | Peter Watson | 2001 Yamaha | 1000 APS-G | 163.043 | - | 164.323 |
| 194 | Bob Bowman | 1927 Ford Roadster | B/GMR | 178.324 | 194.409 | 209.448 |
| 201 | Norm Hardinge | 1934 Ford Roadster | B/BGR | 194.647 | 212.653 | 212.653 |
| 205 | Bob Prior | 2003 Suzuki | 750 M-G | 0.000 | 163.368 | 163.368 |
| 212 | Mark Dunn | 2012 Lakester | B/GL | 251.397 | 240.481 | 240.481 |
| 234 | Mal Hewett | 1950 Vincent | 1350 A-VG | 129.608 | 166.898 | 166.898 |
| 241 | Mick Hite | 2008 Buell | 1350 A-PG | 138.143 | 154.639 | 154.639 |
| 249 | Graham Cain | 1995 Commodore | D/GC | 159.229 | 172.579 | 178.651 |
| 250 | Norm Golgerth | 1995 Commodore | D/GC | 80.681 | 164.308 | 178.651 |
| 251 | Chris Hanlon | 1981 Ford F100 | D/MP | 154.945 | - | Open |
| 268 | Craig Hartman | 1983 Suzuki | 650 P-PB | 119.071 | - | Open |
| 271 | Leo Monahan | 1995 Commodore | D/GC | 148.014 | 166.389 | 178.651 |
| 272 | Lionel West | VR Holden Commodore | AA/FCC | 267.857 | - | 222.194 |
| 295 | Norm Bradshaw | 1998 AU Ford Falcon Taxi | B/BGC | - | 250.906 | 250.906 |
| 322 | Greg White | 1998 AU Ford Falcon Taxi | B/BFCC | 230.179 | 217.773 | 238.505 |
| 329 | Garry Brennan | 1997 Ford Falcon | E/GALT | 160.915 | 166.436 | 167.629 |
| 331 | Adrian Reid | 2005 Ford Ute | C/FALTU | 201.489 | 225.451 | 225.451 |
| 363 | Tony Cooke | Lakester 2016 | D/FL | 180.605 | - | 177.148 |
| 367 | Mark Love | 1992 Chevrolet Firebird | AA/FALT | 229.548 | 259.086 | 271.801 |
| 371 | Grant Schlein | 2014 Suzuki Airtech | 1350 APS-F | 222.195 | 229.753 | 229.753 |
| 379 | Greg Watters | 2003 Suzuki | 1650 APS-BF | - | - | 164.647 |
| 444 | Dave McLachlan | 2013 Bones Built | 1350 APS-G | 204.685 | - | 215.750 |
| 446 | Lachlan Tucker-Powditch | 2005 Cagiva | 125 P-P | 107.443 | 96.504 | 96.504 |
| 454 | Jeff Lemon | 2012 Kawasaki | 1650 MPS-F | 210.773 | 198.610 | 198.610 |
| 484 | Robert (Tiny) Lambert | 1988 Honda CBR250R MC19 | 250 A-BF | - | 0.000 | Open |
| 492 | John Feaver | 2001 Triumph | 500 APS-VF | 112.006 | - | Open |
| 495 | Kim Krebs | 1997 Suzuki | 750 MPS-BF | 202.977 | 212.678 | 212.678 |
| 519 | Richard Assen | 2016 Assenctecracing | 1350 A-BF | 208.792 | - | Open |
| 542 | Jim Higgins | 2003 Suzuki | 1000 A-BF | 201.432 | - | 143.609 |
| 549 | Neil Davis | 1934 Ford Roadster | B/FMR | - | 209.644 | 209.644 |
| 561 | Jeff Jones | 1981 Toyota | E/GC | 148.668 | 135.778 | 135.778 |
| 601 | Alan Lacey | 1989 Ford Panel Van | B/GC | 151.286 | 164.624 | 203.126 |
| 612 | John Ladbrook | Suzuki | 500 MPS-BF | 135.237 | 109.101 | 132.960 |
| 9612 | John Ladbrook | Suzuki | 1350 MPS-BF | 116.970 | - | 235.740 |
| 643 | Steven Harkness | Suzuki Hayabusa | 1350 A-G | - | - | 205.632 |
| 645 | Terrance Coles | 1987 Harley Davidson | 1350 M-PG | 133.136 | 150.000 | 153.714 |

| | | | | | | |
|------|------------------|-------------------------|-------------|---------|---------|---------|
| 658 | Kathryn Hanlon | 1981 Ford F100 | D/MP | - | - | Open |
| 667 | James Bragg | 1986 Harley Davidson | 1350 MPS-PF | 164.301 | 158.493 | 162.557 |
| 671 | Alan Blackwood | 1999 Triumph | 1000 MPS-G | 169.940 | 173.085 | 201.975 |
| 673 | David Freiburger | 1968 Chevrolet Camaro | AA/CGALT | 249.532 | - | Open |
| 674 | Keith Turk | 1968 Chevrolet Camaro | AA/CFALT | 237.514 | - | Open |
| 708 | Stephen Bridge | 1981 Ford F100 | D/MP | 144.428 | - | Open |
| 727 | Peter Steck | 1984 Suzuki | 250 M-G | 103.439 | - | 121.147 |
| 739 | Stephen Finn | 1976 Suzuki GT | 750 APS-G | 163.310 | - | 131.878 |
| 747 | Tom Rabold | 1988 Toyota Corolla | E2/E | 79.332 | - | Open |
| 767 | Peter Warren | 2015 Lakester | C/GL | 210.342 | 205.456 | 205.456 |
| 774 | John Ogilvie | 1996 Mitsubishi Magna | D/BGALT | 124.134 | 123.244 | 123.244 |
| 780 | Michael Brixton | 2004 BA Ford Ute | C/BFCU | - | 210.526 | 210.526 |
| 783 | Ken Robinson | 2010 Suzuki Hayabusa | 1350 MPS-BG | 223.422 | - | 215.750 |
| 797 | Perry Molloy | 1992 Honda CBR | 250 MPS-G | 86.345 | 121.885 | 140.460 |
| 805 | Shane Gaghan | 1996 | 750 APS-BG | - | 188.957 | 188.957 |
| 866 | Peter Healy | 2017 AMS Aprilla | 250 A-F | 92.175 | - | Open |
| 875 | Kurt Dunn | 2012 Streamliner | XF/BGS | 230.047 | - | Open |
| 878 | Kal Carrick | 1929 H.R.D. | 500 M-VF | 86.822 | - | 112.923 |
| 879 | John Trease | 1932 HRD | 1350 M-VG | - | - | 151.375 |
| 9879 | John Trease | 1932 HRD | 1350 M-VF | - | - | 158.730 |
| 880 | Mark Clifford | 2011 Triumph | 3000 P-P | 126.971 | 124.157 | 124.157 |
| 889 | Steve Kell | 2007 ZX14 Kawasaki | 1650 MPS-F | - | - | 198.610 |
| 891 | Paul Cox | Suzuki 1350 | 1350 MPS-F | 200.591 | - | 216.489 |
| 905 | Andrew Maslen | 2002 Suzuki | 1000 MPS-BF | - | - | 200.725 |
| 913 | Peter Curran | 1964 Cheney Jawa ESO | 500 A-PG | 117.264 | - | Open |
| 9913 | Peter Curran | 2008 Kawasaki | 650 M-G | 111.566 | 103.561 | 103.561 |
| 915 | Brian Fullard | 1976 Yamaha | 500 MPS-F | - | 126.627 | 126.627 |
| 9915 | Brian Fullard | 1976 Yamaha | 500 M-F | 105.177 | 121.237 | 121.237 |
| 928 | Dave Bolger | 1990 Suzuki | 250 MPS-F | 0.000 | - | 114.173 |
| 933 | Paul Marcos | 2015 Marcos/Bones Built | 1000 APS-PG | 131.368 | - | 126.645 |
| 9933 | Paul Marcos | 2003 Kawasaki | 650 M-G | 144.788 | - | 103.561 |
| 936 | Scott Noonan | 1998 Suzuki | 250 MPS-G | - | 126.000 | 140.460 |
| 974 | Bob Burgess | 2012 Lakester | I/FL | 105.393 | 119.352 | 119.352 |
| 978 | Paul Wilkins | 1955 Jawa | 250 M-VG | 70.827 | - | 77.491 |
| 996 | Matt Lagoon | 1934 Ford Roadster | B/GMR | - | 209.448 | 209.448 |
| 1016 | John Kirchner | 1981 Suzuki 1100 | 1350 MPS-G | 145.114 | 137.000 | 232.889 |
| 1034 | Tom Noak | 1993 Holden Commodore | C/GC | 206.469 | 203.126 | 203.126 |



Stephen Finn and his 1976 Suzuki GT. (Class 750 APS-G) Fastest Run was 163.310 MPH.



Entrant Number 1381 John Harvey and Gus Cooper entered their 1936 Hudson Terraplane (Class B/CGALT). Top Speed 150.426 MPH.

| | | | | | | |
|-------|--------------------|--------------------------|------------|---------|---------|---------|
| 91034 | Tom Noak | 1993 Holden Commodore | C/FALT | 199.280 | - | 172.546 |
| 1049 | Greg Telford | Special 2015 | XO/GL | - | 119.511 | 119.511 |
| 1062 | Jamie Lennon | 1968 Jaguar XJ6 | E/CPRO | - | - | 122.390 |
| 1080 | Mick Adi | 2003 Suzuki | 1350 MPS-F | 209.790 | 193.559 | 216.489 |
| 1093 | Brook Denning | 2016 Brook | 1650 A-PF | - | - | Open |
| 1106 | Steven Main | 2000 VT Commodore | D/BGC | 205.187 | 197.131 | 197.131 |
| 1117 | Rod Bryson | Bones Built | 1350 APS-G | 185.787 | | 215.750 |
| 1126 | Ron Hook | 1998 AU Ford Falcon Taxi | B/BFCC | - | - | 238.505 |
| 1127 | Samatha Petersen | 2000 Kawasaki | 1350 P-P | 203.195 | | 209.839 |
| 1128 | Scott Lewis | 1979 Ford Escort | G/PRO | - | 109.000 | 127.551 |
| 1130 | Christian Roberts | 1965 Ford | E/CPRO | - | 122.390 | 122.390 |
| 1131 | Chris Bown | 1965 Ford | E/CPRO | 109.917 | | 122.390 |
| 1149 | Gemma Dunn | 2012 Lakester | B/GL | - | | 240.481 |
| 1157 | James Gunn | 1996 Ford | E/BGC | - | 181.050 | 181.050 |
| 1163 | Craig Rogers | Lakester 2015 | E/BGL | 245.902 | 202.020 | 202.020 |
| 1171 | Arthur De Main | 1988 Toyota Corolla | E2/E | 86.422 | - | Open |
| 1173 | David Plecas | 1992 Honda | 125 A-BG | 103.235 | - | Open |
| 1176 | Gary Hunter | 2005 Triumph Bonneville | 1000 M-G | 135.603 | 141.000 | 175.481 |
| 1177 | Tracey Brown | 2005 Triumph Bonneville | 1000 M-G | - | - | 175.481 |
| 1179 | Chris Swift | 1981 Honda | 500 M-G | 63.216 | | 121.782 |
| 1183 | Craig Jerico | 1979 Ford Escort | G/PRO | 98.168 | 108.000 | 127.551 |
| 1185 | Dave Rosewarne | 1992 Chevrolet Firebird | B/FALT | 227.115 | - | Open |
| 1186 | David Moore | 2008 Suzuki | 1000 MPS-F | 180.687 | 194.384 | 194.384 |
| 1197 | Robert Wilson | 1988 Honda CBR 250R MC19 | 250 A-BF | - | - | Open |
| 1203 | Rebecca Robinson | Yamaha VMAX 1750 | 2000 M-G | 174.579 | 169.651 | 169.651 |
| 1212 | Matt Read | 1994 BMW | F/PRO | 165.708 | - | 140.274 |
| 1215 | Ian Robinson | 2009 Aprilia | 125 MPS-G | 108.538 | 106.207 | 106.207 |
| 1218 | Jean Paul Afflick | 2006 Honda | 100 APS-BF | 116.238 | 113.579 | 113.579 |
| 1221 | John Dwyer | 2000 Honda | 1350 M-G | 143.346 | - | 202.714 |
| 1228 | Tony Brearley | 2008 Yamaha MT01 | 2000 P-PP | 148.392 | 148.671 | 148.671 |
| 1231 | Richard Bridge | 1981 Ford F150 | D/MP | 142.383 | - | Open |
| 1232 | Bede Norton | 2012 Lakester | I/FL | - | 110.262 | 119.352 |
| 1239 | Mitchell Afflick | 2006 Honda | 100 A-BF | 108.483 | 106.690 | 106.690 |
| 1240 | Peter Birthisel | Indian Altoona 1350 | 1350 M-VF | 146.675 | 128.042 | 158.730 |
| 1245 | William Hewton | 1972 Yamaha | 125 M-F | - | 74.225 | 74.225 |
| 1246 | Darryn Weeks | 1993 VP Commodore | C/FALT | 205.950 | - | 172.546 |
| 1268 | Ray Crathern | 2015 Lakester | F/GL | 127.914 | 114.669 | 114.669 |
| 1271 | Martin Hobson | 1982 Triumph | 750 MPS-PG | 123.512 | 128.058 | 128.058 |
| 1283 | Paul Macleod | 2001 Honda | 175 MPS-F | 113.165 | 108.183 | 108.183 |
| 1287 | Kristian Sudino | 1981 Honda | 100 MPS-G | 82.816 | - | Open |
| 1289 | Stuart Goldsworthy | 2013 Ducati | 1350 P-P | 185.261 | - | 209.839 |
| 1291 | Martin Powditch | 2008 Hyosung | 750 APS-F | 137.216 | - | Open |
| 1304 | Matt Clifford | Suzuki | 650 MPS-G | 157.791 | - | 217.443 |
| 1314 | Aaron Bradshaw | 1998 AU Ford Falcon Taxi | B/BFCC | 131.849 | - | 238.505 |
| 1317 | Marco Vinsentin | 1996 Ford Falcon | E/BGC | 175.319 | | 181.050 |
| 1319 | Lee Dickens | 2012 Lakester | I/FL | - | - | 119.352 |
| 1320 | Peter Biddiss | 2015 Skyteam Ace | 175 M-PG | 67.246 | 82.271 | 82.271 |
| 1321 | Steve O'Brien | 2005 Suzuki | 1000 MPS-G | 182.186 | - | 201.975 |
| 1326 | Colin Heitman | 2006 Suzuki | 1350 MPS-G | 181.809 | - | 232.889 |

| | | | | | | |
|-------|-------------------|-------------------------------|-------------|---------|---|---------|
| 1342 | Marc Hossenloge | 2003 Harley Davidson Dyna | 3000 A-PG | 153.557 | - | Open |
| 1346 | Mark Nyp | 1982 Honda | 1000 MPS-F | - | - | 194.384 |
| 1349 | Clinton Swalling | 2004 Suzuki Haybusa | 1350 MPS-G | - | - | 232.889 |
| 1355 | Liam Dwyer | 2000 Honda | 1350 MPS-G | 174.106 | - | 232.889 |
| 1356 | Graig Housenloge | 2003 Harley Davidson | 2000 A-PG | 139.904 | - | Open |
| 1357 | Bradley Bowden | 2015 Kawasaki | 1000 MPS-BG | 202.943 | - | Open |
| 91357 | Bradley Bowden | 2015 Kawasaki | 1000 MPS-BF | 206.339 | - | 200.725 |
| 1359 | Mark Woods | 1996 Harley Davidson | 1350 MPS-G | - | - | 161.812 |
| 1360 | Simon Barclay | 1998 Ford Falcon | B/BFCC | 222.607 | - | 250.906 |
| 1361 | Keely Shaye Bown | 1994 | G/PRO | 141.515 | - | 127.551 |
| 1362 | Nat. Gaghan | 1996 Suzuki | 750 APS-BG | - | - | 188.957 |
| 1365 | Russell Lowe | 2017 Lowe | 1000 APS-G | 195.101 | - | 164.323 |
| 1366 | Paul Martin | 1997 Honda Blackbird | 1350 APS-G | 185.023 | - | 215.750 |
| 1367 | Kevin McGee | 2017 Yamaha RM | 1000 P-P | 179.641 | - | 185.682 |
| 91367 | Kevin McGee | 2017 Yamaha R1M | 1000 P-P | 199.115 | - | 185.682 |
| 1368 | Graham Williamson | 2002 Yamaha | 1000 P-P | 177.392 | - | 185.682 |
| 1370 | Gordon Nunn | 1982 Honda XL 500S | 500 SC-F | 97.582 | - | 80.493 |
| 1379 | Gus Cooper | 1936 Hudson Terraplane | B/CFALT | 124.948 | - | Open |
| 1380 | Steven Tatt | 1981 Honda | 1650 M-G | 125.558 | - | 170.754 |
| 1381 | John Harvey | 1936 Hudson Terraplane | B/CGALT | 150.426 | - | Open |
| 1382 | Darren Banks | 1936 Hudson Terraplane | B/CGALT | - | - | Open |
| 1384 | Joe Hogan | 1998 FXD Harley Davidson | 3000 APS-G | 132.372 | - | Open |
| 1386 | John Murray | 1975 Bultaco | 350 APS-F | 113.823 | - | Open |
| 1387 | Mitch Yeats | 2006 Kawasaki | 650 APS-G | 165.441 | - | 130.592 |
| 1388 | Ben Felten | 2017 Yamaha RM1 | 1000 P-P | 156.250 | - | 185.682 |
| 1392 | Tom Ortlepp | 1993 Holden Commodore | C/FALT | - | - | 172.546 |
| 1396 | Robert Brown | 1974 Suzuki | 100 P-P | 50.324 | - | 67.765 |
| 1399 | Greg Imlay | 1999 Suzuki GSX-R 600 | 650 MPS-G | 157.508 | - | 161.812 |
| 1400 | Stephen Cuthbert | 2012 Ducati Diavel | 1350 M-G | 121.384 | - | 202.714 |
| 1404 | Steffan Gorry | 1997 Harley Davidson Sportser | 1000 M-PG | 124.464 | - | 148.191 |
| 1406 | Keith Hawley | 2010 BMW | 1000 P-P | 182.556 | - | 185.682 |
| 1408 | Jon Guidera | 2015 Royal Enfield | 650 MPS-PG | 98.717 | - | Open |
| 1409 | Jack Trease | 1990 Honda | 125 MPS-G | 101.329 | - | 106.207 |
| 1411 | Tim Lewis | 1987 Yamaha | 100 A-G | 91.215 | - | Open |

**Craig Rogers and his Lakester
2015 (Class E/BGL).
Fastest Run was 245.902 MPH.**



| | | | | | | |
|-------|-------------------|-----------------------|-------------|---------|---|---------|
| 1412 | Les Toohey | 1955 BSA | 500 P-PV | 100.976 | - | Open |
| 1413 | Martin Gratton | 1959 Manx | 650 APS-PF | 88.002 | - | Open |
| 1414 | Jack Rogers | 1985 Chevrolet Camaro | A/FALT | 206.493 | - | Open |
| 1415 | Lawrence May | 1968 Chevrolet Camaro | AA/PRO | 249.273 | - | Open |
| 1416 | Steve Strupp | 1968 Chevrolet Camaro | AA/CPRO | 199.115 | - | Open |
| 1417 | Michael Bentz | 2016 Brook Built | 1650 A-PF | 80.257 | - | Open |
| 1418 | Sherie Traeger | Honda | 125 M-F | - | - | 100.290 |
| 1419 | Curtis Pullinger | 2002 Honda | 175 MPS-G | 98.587 | - | 115.233 |
| 1420 | John West | 1982 Suzuki | 1350 APS-BG | 128.977 | - | 218.898 |
| 1422 | Sam Moses | 2013 Kawasaki | 1650 M-G | 189.873 | - | 170.754 |
| 1423 | Ray Scarfe | 1993 Suzuki RGV | 250 MPS-G | 129.088 | - | 140.460 |
| 1424 | Victor Gonzalez | 2012 Kawasaki | 250 MPS-G | 83.938 | - | 140.460 |
| 1425 | Adam Gonzalez | 2012 Kawasaki | 250 MPS-G | 87.294 | - | 140.460 |
| 1426 | Rob Waters | 2016 Kenworth | AA/MDT | 139.427 | - | Open |
| 91426 | Rob Waters | 2016 Kenworth | AA/UDT | - | - | 155.749 |
| 1428 | Frank Samson | 2015 Royal Enfield | 650 MPS-PG | 103.341 | - | Open |
| 1429 | Mark Youman | 1990 Kawasaki | 500 MPS-F | 128.608 | - | 126.627 |
| 1431 | Darren Robinson | 1980 Yamaha | 250 MPS-G | 69.487 | - | 140.460 |
| 1432 | Andrew Culpitt | 2001 Yamaha | 1000 APS-G | 155.709 | - | 164.323 |
| 1433 | Darrin Francis | 1998 Suzuki | 1000 M-G | - | - | 175.481 |
| 1434 | Randall Anderson | 1978 Honda | 250 M-F | 79.731 | - | Open |
| 1435 | Peter Williams | 1978 Honda | 250 M-F | 73.265 | - | Open |
| 1436 | Nathan Watson | 2001 Yamaha | 1000 APS-G | 168.224 | - | 164.323 |
| 1437 | David Eddy | 1978 Honda | 250 M-F | - | - | Open |
| 1438 | Christopher Woods | 2001 Honda CBR | 650 MPS-G | 156.243 | - | 161.812 |
| 1439 | Mark Clarken | 2009 Yamaha | | - | - | |
| 1440 | Andy Freeman | 2015 Kawasaki | 1000 MPS-BG | 198.238 | - | Open |
| 1441 | Don Short | 1994 Yamaha | 50 M-G | 65.393 | - | 39.528 |
| 1443 | Richard Smithies | 1992 Honda | 125 A-F | 76.739 | - | 71.431 |
| 1444 | Craig Goldsworthy | 2013 Ducati | 1350 P-P | - | - | 209.839 |
| 1447 | Steven McGrath | Yamaha | 1000 P-P | 173.410 | - | 185.682 |
| 1450 | Jack Kuldulla | 2000 Kawasaki | 1350 P-P | - | - | 209.839 |
| 5000 | Southern Rescue | 2017 Toyota | D/ALTU | | | |



Panorama of the DLRA Speed Week pits.



**Entrant 767 Peter Warren's 2015 Lakester (Class C/GL).
Fastest Speed 210.342 MPH.**



**Entrant 783 Ken Robinson on his 2010 Suzuki Hayabusa
(Class 1350 MPS-BG) - Fastest Speed 223.422 MPH.**

TRACK 2 (GPS Track)

| Entry # | Name | Vehicle | Class | Top Speed | Personal Best | Current Record |
|---------|-------------------------|-------------------------|-------------|-----------|---------------|----------------|
| 2 | Andy Jenkins | Lakester | J/GL | 131 | 13.578 | 113.578 |
| 192 | Peter Watson | 2001 Yamaha | 1000 APS-G | 151 | - | 164.323 |
| 205 | Bob Prior | 2003 Suzuki | 750 M-G | 150 | 163.368 | 163.368 |
| 268 | Craig Hartman | 1983 Suzuki | 650 P-PB | 119 | - | Open |
| 446 | Lachlan Tucker-Powditch | 2005 Cagiva | 125 P-P | 104 | 96.504 | 96.504 |
| 492 | John Feaver | 2001 Triumph | 500 APS-VF | 173 | - | Open |
| 643 | Steven Harkness | Suzuki Hayabusa | 1350 A-G | 158 | - | 205.632 |
| 727 | Peter Steck | 1984 Suzuki | 250 M-G | 85.3 | - | 121.147 |
| 1414 | Jack Rogers | 1985 Chevrolet Camaro | A/FALT | 164 | - | Open |
| 774 | John Ogilvie | 1996 Mitsubishi Magna | D/BGALT | - | 123.244 | 123.244 |
| 797 | Perry Molloy | 1992 Honda CBR | 250 MPS-G | - | 121.885 | 140.46 |
| 866 | Peter Healy | 2017 AMS Aprilla | 250 A-F | 72.6 | - | Open |
| 9879 | John Trease | 1932 HRD | 1350 M-VF | - | - | 151.375 |
| 880 | Mark Clifford | 2011 Triumph | 3000 P-P | - | 124.157 | 124.157 |
| 913 | Peter Curran | 1964 Cheney Jawa ESO | 500 A-PG | DNF | - | Open |
| 915 | Brian Fullard | 1976 Yamaha | 500 M-F | 117 | 126.627 | 126.627 |
| 933 | Paul Marcos | 2015 Marcos/Bones Built | 1000 APS-PG | DNF | - | 126.645 |
| 974 | Bob Burgess | 2012 Lakester | I/FL | 162 | 119.352 | 119.352 |
| 1049 | Greg Telford | Special 2015 | XO/GL | 126 | 119.511 | 119.511 |
| 1093 | Brook Denning | 2016 Brook | 1650 A-PF | 116 | - | Open |
| 1106 | Steven Main | 2000 VT Commodore | D/BGC | - | 197.131 | 197.131 |
| 1128 | Scott Lewis | 1979 Ford Escort | G/PRO | 118 | 109 | 127.551 |
| 1173 | David Plecas | 1992 Honda | 125 A-BG | - | - | Open |
| 1176 | Gary Hunter | 2005 Triumph Bonneville | 1000 M-G | 145 | 141 | 175.481 |
| 1177 | Tracey Brown | 2005 Triumph Bonneville | 1000 M-G | 123 | - | 175.481 |
| 1183 | Craig Jerico | 1979 Ford Escort | G/PRO | 112 | 108 | 127.551 |
| 1212 | Matt Read | 1994 BMW | F/PRO | - | - | 140.274 |
| 1228 | Tony Brearley | 2008 Yamaha MT01 | 2000 P-PP | 139 | 148.671 | 148.671 |
| 1240 | Peter Birthisel | Indian Altoona 1350 | 1350 M-VF | - | 128.042 | 158.73 |
| 1268 | Ray Crathern | 2015 Lakester | F/GL | 112 | 114.669 | 114.669 |
| 1271 | Martin Hobson | 1982 Triumph | 750 MPS-PG | 125 | 128.058 | 128.058 |
| 1289 | Stuart Goldsworthy | 2013 Ducati | 1350 P-P | 159.9 | - | 209.839 |
| 1291 | Martin Powditch | 2008 Hyosung | 750 APS-F | - | - | Open |
| 1319 | Lee Dickens | 2012 Lakester | I/FL | 97.4 | - | 119.352 |
| 1320 | Peter Biddiss | 2015 Skyteam Ace | 175 M-PG | 71 | 82.271 | 82.271 |



Sam Moses
from the USA.



Lionel & Brian West with the
Bronze Aussie Commodore.

| | | | | | | |
|------|-------------------|--------------------------------|-------------|------|---|---------|
| 1321 | Steve O'Brien | 2005 Suzuki | 1000 MPS-G | 153 | - | 201.975 |
| 1326 | Colin Heitman | 2006 Suzuki | 1350 MPS-G | 154 | - | 232.889 |
| 1346 | Mark Nyp | 1982 Honda | 1000 MPS-F | - | - | 194.384 |
| 1349 | Clinton Swalling | 2004 Suzuki Haybusa | 1350 MPS-G | - | - | 232.889 |
| 1357 | Bradley Bowden | 2015 Kawasaki | 1000 MPS-BG | - | - | Open |
| 1361 | Keely Shaye Bown | 1994 | G/PRO | 128 | - | 127.551 |
| 1368 | Graham Williamson | 2002 Yamaha | 1000 P-P | 164 | - | 185.682 |
| 1370 | Gordon Nunn | 1982 Honda XL 500S | 500 SC-F | 95.1 | - | 80.493 |
| 1382 | Darren Banks | 1936 Hudson Terraplane | B/CGALT | 130 | - | Open |
| 1386 | John Murray | 1975 Bultaco | 350 APS-F | - | - | Open |
| 1392 | Tom Ortlepp | 1993 Holden Commodore | C/FALT | 155 | - | 172.546 |
| 1396 | Robert Brown | 1974 Suzuki | 100 P-P | 54.5 | - | 67.765 |
| 1400 | Stephen Cuthbert | 2012 Ducati Diavel | 1350 M-G | 150 | - | 202.714 |
| 1404 | Steffan Gorry | 1997 Harley Davidson Sportster | 1000 M-PG | 123 | - | 148.191 |
| 1406 | Keith Hawley | 2010 BMW | 1000 P-P | 177 | - | 185.682 |
| 1408 | Jon Guidera | 2015 Royal Enfield | 650 MPS-PG | 93 | - | Open |
| 1409 | Jack Trease | 1990 Honda | 125 MPS-G | - | - | 106.207 |
| 1411 | Tim Lewis | 1987 Yamaha | 100 A-G | 93 | - | Open |
| 1412 | Les Toohey | 1955 BSA | 500 P-PV | 101 | - | Open |
| 1413 | Martin Gratton | 1959 Manx | 650 APS-PF | 96.6 | - | Open |
| 1415 | Lawrence May | 1968 Chevrolet Camaro | AA/PRO | 157 | - | Open |
| 1417 | Michael Bentz | 2016 Brook Built | 1650 A-PF | 119 | - | Open |
| 1418 | Sherie Traeger | Honda | 125 M-F | - | - | 100.29 |
| 1419 | Curtis Pullinger | 2002 Honda | 175 MPS-G | 101 | - | 115.233 |
| 1420 | John West | 1982 Suzuki | | 152 | - | 218.898 |
| 1423 | Ray Scarfe | 1993 Suzuki RGV | 250 MPS-G | 123 | - | 140.46 |
| 1424 | Victor Gonzalez | 2012 Kawasaki | 250 MPS-G | - | - | 140.46 |
| 1425 | Adam Gonzalez | 2012 Kawasaki | 250 MPS-G | 93.1 | - | 140.46 |
| 1428 | Frank Samson | 2015 Royal Enfield | 650 MPS-PG | 94.7 | - | Open |
| 1429 | Mark Youman | 1990 Kawasaki | 500 MPS-F | - | - | 126.627 |
| 1431 | Darren Robinson | 1980 Yamaha | 250 MPS-G | 118 | - | 140.46 |
| 1432 | Andrew Culpitt | 2001 Yamaha | 1000 APS-G | 200 | - | 164.323 |
| 1436 | Nathan Watson | 2001 Yamaha | 1000 APS-G | 152 | - | 164.323 |
| 1437 | David Eddy | 1978 Honda | 250 M-F | - | - | Open |
| 1438 | Christopher Woods | 2001 Honda CBR | 650 MPS-G | 138 | - | 161.812 |
| 1441 | Don Short | 1994 Yamaha | 50 M-G | - | - | 39.528 |
| 1443 | Richard Smithies | 1992 Honda | 125 A-F | - | - | 71.431 |
| 1444 | Craig Goldsworthy | 2013 Ducati | 1350 P-P | 154 | - | 209.839 |
| 1450 | Jack Kuldulla | 2000 Kawasaki | 1350 P-P | 152 | - | 209.839 |

**Rob Waters in his 2016 Kenworth ran fastest time of 139.427 MPH.
(Class AA/MDT).**



**Kurt Dunn
& Mike Davidson**



**Gordon
Nunn**



Jack Rogers from the USA



Keith Turk from the USA



Steven Main



Dave Rosewarne from New Zealand



**Rebecca
Robinson**



Matt Read



Tony Cooke



**Lionel West, Bradley Nankervis,
Denny Hancock, Brian West**



Bob Bowman



John Ogilvie



THANK YOU TO OUR SPONSORS



We would like to welcome Wiring Harnesses Australia as a new T-shirt sponsor for Speed Week 2017. We hope that some of our members may be able to show them some support as well. <http://wiringharnessesaustralia.com.au/>

Meeting Minutes

Did you know that members have online access to the minutes of all meetings? If you are a DLRA member just send an email to info@dlra.org.au asking for access and you will be sent the address and password.



Kurt Dunn in Mike Davidson's Streamliner



Blind Motorcyclist - Ben Felten



Russell Lowe

DLRA Hall of Fame

The purpose of the Hall of Fame is to recognise and pay tribute to people who have made significant or an outstanding accomplishment or a contribution to the DLRA.



At the 2017 Annual General Meeting the inductees to the DLRA Hall of Fame were announced.

They include: Mike Davidson #1, Carol Hadfield #1003, Rod Hadfield #3, Rob Carroll #12, Greg Wapling #226 and Andrew Madin #932.

For more information about the Hall of Fame and the Class of 2016 go to:

<http://www.dlra.org.au/hall-of-fame.htm>



DLRA CALENDAR

WHAT: General Meeting

WHEN: Sunday 21st May 2017

WHERE: Northern Suburbs Hot Rod Club rooms, 25/196 Settlement Road, Thomastown Victoria.

Meeting will start at 11:00am sharp, should all be over by 3:00pm. Barbecue after, \$5.00 per head for sausages in bread, salads and a soft drink.

WHAT: Speed Week 2018

WHEN: Monday 12th March to Friday 16th March 2018

Book your holidays, accommodation and transport early!

Keep in touch with Dry Lakes Racers Australia

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

Facebook at <https://www.facebook.com/DryLakesRacersAustralia/>