

SPEED TIMES

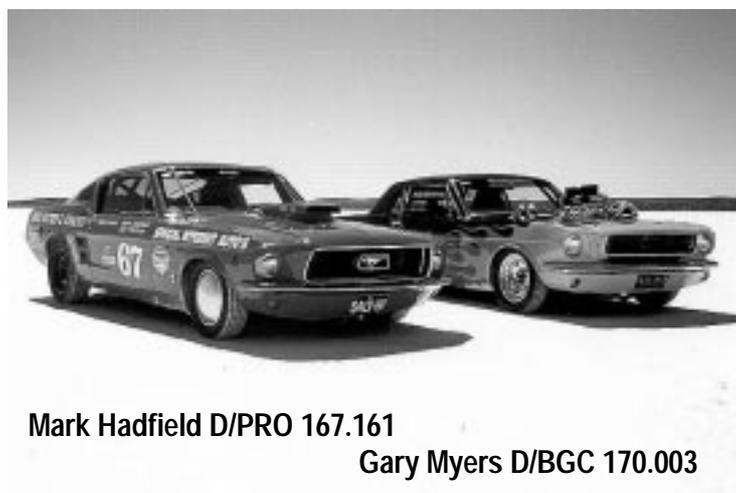
ISSUE No. 12
February 2002

- FIRE PROTECTION
- Special Book Offer

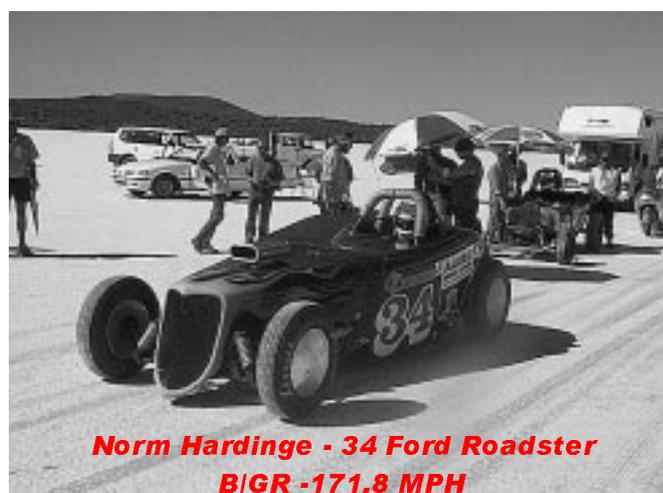


TEAM SPEED Driver Ray Cooke
D/GMR 147.831

SPEED TRIALS 11-15 MARCH 2002



Mark Hadfield D/PRO 167.161
Gary Myers D/BGC 170.003



**Norm Hardinge - 34 Ford Roadster
BGR -171.8 MPH**

Dry Lakes Racers Australia



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El Prez

Wayne O'Grady

Yes it's that time of year again and "SpeedWeek" 2002 is nearly upon us. The Event is coming together slower than previous years, due to a few uncertain issues regarding Fire & Rescue politics, finding a Medical unit and all the problems with "Public Liability Insurance" as seen with other motor sport events around the country the cost of insurance premiums rising in some cases 500% causing the cancellation of some major events across the country. After numerous phone calls to our insurers, they believe our coverage will increase about 100% -150% because of our low spectator numbers and won't give a price until 30 days before the event. This will be a major financial cost to the DLRA. As the committee agree, the cost cannot be passed on to the entrants as this would only reduce the number of entrants, so it's a catch 22, something we will just need to deal with to race.

At last some good news 7/2/02 Kimba CFS confirm they will be attending SpeedWeek, on 8/2/02 a Medical team (St Johns staff) confirmed they would be at SpeedWeek, course safety has always been a concern at the Lake having professionally trained people as emergency is a relief and should be the highest priority for DLRA

Some other positives this year are; we have developed a job card system for the set-up and running of SpeedWeek, this will reduce set up time for the event. "Team Vincent Whyalla" has built new drag and delivered it to the Lake (free of charge) hopefully this will save us many hours, also the Whyallans have organised the camps water supply for the event. Thanks to all concerned for a fantastic job, next issue we will have a list of names and business that helped.

Some of the guys in the club made a quick trip to the lake over Christmas to check the camp and do repairs to the DLRA truck, sometimes it amazes me on the devotion of some of our club members (you know who you are) and at the salt everybody going to know who you are.

I'm sure the 2002 SpeedWeek of the Dry Lake Racers of Australia will be as great as ever thanks to all those members that made the effort to help this year.

Some members already know that my involvement with the DLRA as a committee member and president of the club will be no more, as I'm resigning as president and all other duties with the club, due to increasing business commitments I can no longer find the time to devote to the club if I cannot give a 100% I won't do it.

Thanks go out to all those involved over the last 6 years, without our help we wouldn't have survived.

P.S. Most of all thank go to Judy for her support, help and patience's

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DLRA General Meeting - Minutes of Meeting

AT CASTLEMAINE ROD SHOP 28/10/2001

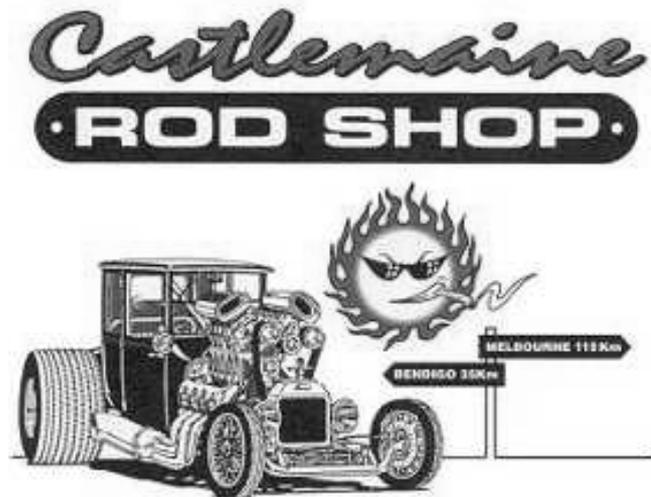
The meeting was opened at 12 noon and was chaired by Rod Hadfield in the absence of Presiden Wayne. Rod welcomed those present

Apologies were received from: Paul Dass, Ton Berthun, Wayne O'Grady, Judy Mc Alister, Lionel West, Andy Jenkins, Eric Norton, Kevin Saville, Len Souter, Mick Hite.

The minutes of the previous meeting were tabled as they had appeared in the last Newsletter. Moved by John Broughan and seconded John Lynch.

The **Financial Report** was read, showing a Bank Balance of \$ 20,714.33. Rod Hadfield moved that it be accepted and seconded by Stephen Charlton.

The **Stewards Repor** was given by John Broughan, there was a lengthy discussion on our rule book covering subjects such as fire extinguishers, ute class, fire suits, problems occurring though the non-availability of imperial sized tube, thus forcing a conversion to metric o the closest size. Gary Baker spoke at length on his involvement with fire fighting equipment such as



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extinguishers and pumps, which he is able to supply. He has an aerosol powder, which is a replacement for Halon. A motion was moved that John Broughan is to make amendments to the rulebook and have it ready for next year's event. It is to be in loose-leaf form. Moved by Rod Hadfield and seconded by John Dawson. There was a vote of thanks to John for the effort he has put into the rulebook followed by a round of applause.

State Meetings: John Dawson reported that there had been a couple of social events in their area o Queensland, which may result in some prospective new members.

Webmasters Report: Greg Wapling reported that due to the number of hits our site has had, Geocities can no longer provide their service, he is in the process of obtaining a domain name and web address. Greg also requested more photo's and articles from members.

At the stage in the meeting there was a round o applause for Leigh Russell o Insalt Racing who had driven down from Queensland to attend the meeting.

Outward Correspondence: A letter was sent to Fuelink in Adelaide requesting diesel for the 2002 event and thanking them for their last donation.

General Business:

- Norm Hardinge reported that the Artwork for T-shirts and Posters has been completed for the 2002 event. We intend to have T-shirts and Posters ready for the Melbourne Hot Rod Show in January. Norm suggested that we send copies of the Artwork to Australian Street Rodding, Dragster Australia, Street Machine and Cruzin Magazines.
- There was a discussion on the Age limit for drivers at the Salt, the rule book states a curren state drivers license is required, however exceptions would have to be made if a situation arose, for example: Junior Dragster drivers finish at age 16.
- Wayne requested that we put Job sheets in place for the 2002 event, he would like some help in the planning of these, Wayne Mumford volunteered to help with this.
- Alan Odgers donated \$400.00 towards the cos of the new rulebook, it was decided that as thanks to him, his business would be advertised

on the back page of the new rule book. Alan was at the meeting so a vote of thanks was given to him

- Wayne requested that we need to start taking nominations for a new Committee to be installed at the next AGM to be held at the salt. Wayne has indicated that due to work commitments he won't be able to continue, as President but will help out where possible.
- An apology was given to Aussie Desert Coolers for the wrong address appearing in the Newsletter, it will be rectified in the next edition.
- Kimba CFS returned our \$200.00 cheque we had sent them to cover First Aid training, as they aren't allowed to do it, they are looking for a Medico but can't guarantee anything.
- Gary Baker has donated a fire-fighting pump with restrictions to decrease the volume and increase the pressure. He has also offered to organise a good first aid kit.
- Rod reported that Andy Jenkins has offered to weld up some steel frames to hold wool bags, which he will also obtain for rubbish collection. All members are to be responsible for rubbish removal. Mick McNally offered to make a sign for the camping area regarding rubbish removal.
- Andy Jenkins requested that a light and shelving for the refrigerator at the campsite, we are to get Con Soldatos to make up a light and Steve Charlton is to organise shelving.
- Rod phoned Mike Davidson during the meeting to see if any there were any concerns needing to be addressed.
- Rob Carroll addressed the meeting on his intentions to visit Lake Gairdner after Christmas with the intention of working on the truck and fit the steering box donated by Wally James. Rob was to contact Trevor Beck at Whyalla concerning the drag and that the people from Port Augusta Wreckers have also offered their help.
- It was suggested that each team take 20 litres of diesel fuel each to help out for the truck and the generator.
- Andy Jenkins suggested, through John Dawson that the club purchases a 20ft. Container to keep at the salt but the majority of members at the meeting felt that it could cause problems.
- Norm Hardinge reported that some Western Australian members who are A.S.R.F. Technical Inspectors have volunteered to help with scrutineering.
- It was suggested that a blackboard be at the 2002 event for job volunteers to put their names on.
- Greg Butler tabled a pamphlet on a Corrosion Management System.
- Debra Dawson reported that the company supplying Winnebago's would be prepared to transport them from Adelaide to Port Augusta instead of having to return them to Adelaide, interested members were contact her. Debra moved a motion that a Fundraising Sausage Sizzle be held at the annual auction at the lake. This was seconded by John.
- There was a discussion about the position of the pits and most members agreed to leave them as they are.
- Carol reported on the amount of money still owing from the auction.
- Rod reported that as Treasurer and Secretary since 1997 no Petty Cash had been asked for and he tabled the records for \$1754.00 owing to him. Debra Dawson moved that be paid, seconded by Greg Butler.
- John Lynch suggested that we invite VESCO to our 2002 meeting, the Secretary to write and invite them.
- The meeting was told that the plaques from the last event are under way.
- A raffle was conducted with two Club T-shirts as prizes the winners were John Hanson and Greg Kelly. The raffle raised \$122.00.

The next meeting is to be held at Chris Weir's a Darnum on the Princes Highway on Sunday the 20th January 2002 for lunch.

Meeting closed at 2.30pm for lunch.

DLRA General Meeting

- Minutes of Meeting

MINUTES OF MEETING HELD AT DARNUM FOOTBALL CLUBROOMS 20th January, 2002

The meeting was opened at 1.50pm by Wayne, he welcomed everyone present and thanked those concerned for organising the venue and the barbeque lunch

Apologies were received from: Chris Weir, Kevin Saville, Sim Muntz, John Lynch, Judy McAllister, Norm Golgerth, Paul Broughan and Steve Charlton

The minutes of the previous meeting were read, these were moved by Geoff Rea and seconded by Wally James.

The **Financial Report** was read, showing a Bank Balance of \$ 20,639.15. Rod Hadfield moved that it be accepted and seconded by Geof Rea. The Treasurer reported that there is still \$1626.00 outstanding from the auction held at Lake Gairdner in 2001.

Business Arising from the Minutes:

John Broughan presented the new rule books that he has compiled and reported that he has included a form in the back of the rule book relating to protests and that they should be handled by a Committee elected at the time. The appellant would be required to lodge a \$100.00 fee which would be refundable if the appeal is valid. Rod congratulated John on a job well done, John suggested that the purchase price of the book be \$10.00, discussion was then held regarding advertising and Rod moved that we charge \$25.00 a page and that the artwork be submitted by the advertiser. Seconded by Brian Nicholson.

A discussion was held on the new fire suppression system available through Gary Baker, John Broughan moved that we approach Gary to give a demonstration for all to witness at the lake, Rod Hadfield seconded this.

Rob Carroll reported on his trip with his son to Lake Gairdner at Christmas time, meeting there with Trevor Beck also Andy Jenkins and Bill Linton from Broken Hill. They unloaded the new steel drags that Trevor kindly donated and prepared, also arranging delivery, a test tow was carried out,

the lake is in as good a condition as it has ever been. The truck was fitted with the new steering box donated by Wally James, the brakes were checked and the booster removed and bought back for reconditioning. Rob reported that Trevor Beck is going to organise water for the campsite, Castle Auto Electric's is to donate new exhausts for the truck, Brendan O'Reilly is to donate and install a light in the refrigerator at the campsite. Wayne Mumford volunteered to repair the brake booster from the truck and get it to Andy Jenkins. There was a round of applause for the work these people did, then Wayne moved that Rob Carroll, Andy Jenkins and Trevor Beck be reimbursed \$50.00 each towards their costs. Seconded by Alan Murchison.

Inward Correspondence:

We received a parcel from Gail Phillips with items for our auction. We also received an account from Customs for \$126.55.

Outward Correspondence:

Letters were sent to Vesco team inviting them to our event, Bonneville Racing News and Australian Dragster along with a thank you letter to Gail Phillips.

General Business:

- Greg Wapling reported that we still have the same situation with the website and that he has upgraded for the 2002 event page with information for drivers and entry forms posted on the site and he will be putting the artwork for the event on the page along with the list of Gail Phillips donations.
- Norm Hardinge reported that the T-Shirts and posters should be ready for the Melbourne Hot Rod Show on the Australia Day weekend. Norm is to send the artwork to Australian Street Rodding, Street Machine, Australian Dragster and Cruzin Magazines.
- John Broughan suggested that recognition of members for special commitment be recorded in our RuleBook as a DLRA Honour Roll. Moved by Mark Hadfield and seconded by Wally James.
- It was moved by Russell Mack and seconded by Greg Butler that the club purchase a blackboard, jemmy bars and shade shelters for the starter and pits. Wayne O'Grady and John Broughan are to organise this.

- Mark Hadfield enquired about requirements for fire suits and helmets, John read the fire suit requirements from the rule book and stated that Snell 95 are the only Helmets that are approved for motor racing. However new helmets don't have to be purchased and secondhand ones in good condition are acceptable.
- Rod reported that Gary Baker has purchased a First Aid Kit for the club.
- Wayne reported that the Kimba CFS will do the fire control at our meeting, he also reported on his contact with our regular Insurance company. They are unable to give us a price until closer to the event, it could be approximately \$5,000.00. The meeting decided that the entry fees would stay the same as last year at \$250.00 for the 1st driver and \$100.00 for subsequent drivers of the same car. The club will subsidise the cost of the Insurance.
- The treasurer is to send the fee for Hire of the Lake and the Bond payment
- Next meeting will be the AGM to be held at the salt.
- A raffle was held with first prize being a "Who Daky" pin striped dash panel, won by Greg Wapling, a T shirt won by Wayne O'Grady and SpeedWeek plaque won by Mark Hadfield. The raffle raised \$88.00 and thanks to Geof Rea for donating the dash panel.

Meeting closed at 4pm.

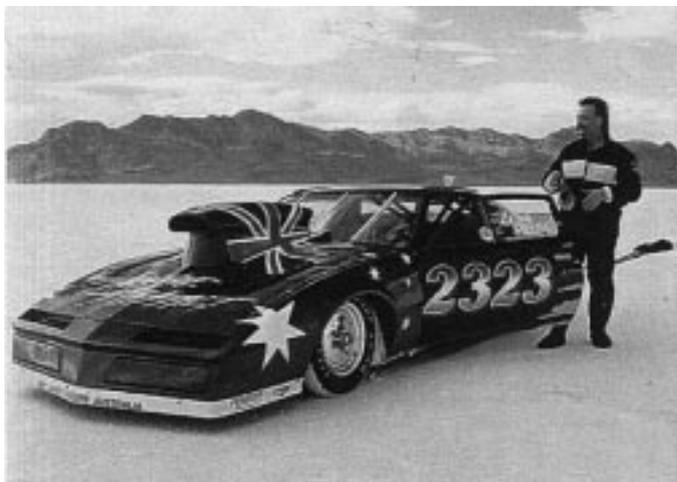


This Year's Auction

Each year there is an auction at the salt, the money raised from the auction going towards each event. As we could not fund it just on drivers entry fees. There are always some highly prized and keenly sought after items that have been generously donated. This year we would like to make a special recognition of the fantastic effort by Gail Phillips a putting together a very impressive package. (See listed below) If your not going to the salt and you don't want to miss out, maybe you should consider arranging a proxy bidder?

- 1 x 24" Mooneye wheel cover with signatures
- 24 x Felt posters from 1999 & 2000 Gas Up event
- 13 x Gas Up programs from 2000 even
- 5 x Gas Up programs from 2001 even
 - 1 signed by Hall of Fame
- 5 x Lapel Pins 1999 & 2000 Gas Up
- 9 x Paper Posters
 - 5 Corvette signed by Gai
 - 3 Bonneville signed by Gai
 - 1 Gas Up (Gold-1993 event
- 8 x T Shirts from various Gas Up events (1 sweatshirt)
- 3 x T Shirts - Grey "Duct Tape"

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Special Book Offer

The Bonneville Salt Flats history book is scheduled for its 3rd Printing, but will be a 2nd edition with selected corrections. It will be a soft cover edition with a retail pricing of \$24.95. This will allow more people to afford the book. The books are expected to be in the warehouse no later than May 2002.

On a sad note, the publisher has informed me they are allowing the hardbound edition to go out of print. In an effort to stave off the inevitable a little while longer, I worked out a one-time opportunity to make one final order of hardbound books (these will also have the above mentioned corrections) and will place the order January 31st.

Without making any financial commitment, I am polling interested parties to discover what, if any, interest there would be in obtaining the final hardbound editions of the book. I am also ordering a limited number of unbound books that will become specially autographed editions available for sale at a future, undetermined date (It's going to take a long time to get them all signed by the racers)

If you have any interest in either the hard bound or special autographed editions, please reply to me no later than the 27th of January.

LandSpeed Productions will be upgrading its communications network and may be off-line for up to three weeks. The fax number will also be changing. There is no guarantee that email will be delivered to me after the 27th. When the new service is established and stabilized, contact information will be made available.

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A simple line drawing of a truck with a canopy, facing left.

- ▼ Smash Repairs
- ▼ Resprays
- ▼ Insurance Work
- ▼ Fleet work
- ▼ Sign Writing

A simple line drawing of a truck with a canopy, facing left.

Rods Ramblings

Rod Hadfield

Christmas is over and the Summernats are out of the way. It is time for 100% Salt Preparation, with letters and phone calls continuously from people inquiring about the dates of the meeting plus the usual questions from interested parties. It sounds like a lot of interest is coming from the Perth area with well known names registering their interest.

I have written to Bonneville Racing News with the dates, also Dragster Australia. Australian Street Rodding and Cruzin magazines are also publishing the dates.

We finally got our rule books from the SCTA after demanding our money back 7 months after ordering. I will be glad when John Broughan gets ours organised, good job John. Norm Hardinge has the shirts and posters organised. Street Machine magazine covered our last years meeting in their pre-Christmas issue along with an article on my Commodore which drew a few comments. We almost have an engine ready following the purchase of a specially prepared tall deck 540 cub.in. GM block. We were able to salvage the crank after a thorough checking and a lot of work has gone into repairing the heads with all new rockers and valves being needed, along with new pistons and rods. We have repositioned the dash and have upped our choice of diff ratio's with the installation of a super rare quick change that fits the front of a 9" centre and with Lionel's Speedweek experience and collection of gears we have a good range of ratio's. Once Lionel's last licensing pass is out of the way we are hoping to record some respectable speeds.

John Lynch has a new supercharger and has had his magneto reconditioned, Mark Hadfield and Wally James have a new engine prepared.

The club owe a special thank you for efforts put in straight after Christmas by Rob Carroll from Castlemaine, Andy Jenkins and Bill Linton from Broken Hill for their trip to the lake for a working bee on the truck, campsite and the scraper. Rob has installed another steering box donated by Wally James as well as checking the brakes and bringing the booster home for reconditioning. Special thanks to Con Soldatos of Castle Auto Electric's and Exhausts for the donation of a new exhaust system. The camp also received the "once over" from Andy's "Eagle Eyes" and he had again com with some ideas to make life easier.

Doc from Port Augusta wreckers has very kindly donated a caravan chassis which will be used to convey water to the lakes edge for washing where Gary Baker has donated a suitable washing pump, Gary has also acquired a fully equipped First Aid Kit for the club, from what Gary has indicated he and some friends from Sydney will be at the lake early to assist with meeting preparation, so thanks very much Gary.

Our biggest thanks must surely go to Trevor Beck from Whyalla who has single handedly acquired two huge scraping beams to which towing lugs, chains and shackles have been attached. He also organised a 27 ft. tilt tray, had the beams delivered, organised the diesel for the truck and was present at the working bee. What a great effort Trevor and all the members wish to thank you.

Gail Phillips, the U.S. driver that was present at last years meeting with her Chevy powered Sprite has shown her thanks to the club by organising an oversized Moon Disc and had it signed by over 100 drivers at last Bonneville Speed Week and the Hall of Fame GasUp meeting along with T Shirts, badges and posters for the club to auction and at her own expense mailed them to us. All did arrive safely at our place and although Customs got us for \$130.00 it will be a valuable addition for "Animal's Party". See the article elsewhere on what appeared in Bonneville News re: Gail's efforts.

According to Rob the condition of the salt this year is spot on and as good as he has ever seen it and the track preparation should be minimal. Let's all work together to make this years meeting the best yet.

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Fire Protection

by Gary Baker # 282

Why should I be forced to spend LOTS of m limited funds to install a fire system? Sound familiar? NO well I've heard it many times before, so hopefully by the end of this article you will wit me agree that it will be the best investment you can make for yourself and your vehicle. Let's look at some basic facts about fire and fire suppression.

What is fire?

Fire is a chemical reaction that has 3 properties HEAT-FUEL-OXYGEN this is referred to as the fire triangle. If you take away any one of these 3 properties the fire ceases to exist, a fire extinguisher is designed to do just this, the type you use breaks the triangle by one or more methods. A fire as stated is a chemical reaction it is the rapid oxidization of compounds, which produces new compounds and energy in the form of heat. It can be very slow as in rusting steel $Fe+O=$ iron oxide and rust. Or fast as in fire or very rapid as in an explosion. The two main products of a fire are heat and smoke, both fatal to us mere mortals.

Heat, which is produced by the fire, and makes available more fuel is spread by 3 means, radiation, convection and conduction (remember the old Science lessons?). Radiated heat is like the hea from the sun, it radiates out from a heat source. Convection is the plume of heat and smoke which belches upward from any fire and conduction is the heating up of any thing in the area of a fire, as in heating up a metal rod or the heating up of an engine block. The heat produced by a free burning fire in atmospheric oxygen reaches approx. 1500 degrees Celsius enough to heat steel to a bright cherry red.

Smoke

All fires produce combustion by-products (new compounds) these are in the form of solid particles and gases. The yellow/red colours of a fire are carbon particles heated to incandescence and the black/grey/brown/smoke are the same particles cooled down. Also produced are very deadly gases in the form of carbon monoxide and hydrogen cyanide and many other nasties, which bring on rapid death. Also these or non-toxic gases are super heated and when breathed into the lungs causes severe and often fatal consequences.

Righto - heres the scenario- fuel leaks from the carbies or fuel lines and a spark or naked flame is placed into this liquid, does the liquid burn

No. What! Well petrol or any other liquid does no burn, liquid being the operative word. A liquid or solid first needs to be reduced to a gas or vapour and then it must be in the correct ratio of fuel / oxygen, to rich or to lean it wont burn, it must also be above its FLASH POINT this is the temperature at which a particular fuel will or will not ignite, butane gas has a flash point of approx. zero deg c this is why it is hard to use a cigarette lighter at low temperatures , another important temperature is the AUTO IGNITION POINT this is the temperature which a fuel if heated to will spontaneously burs into flame, lets go back to our leaking fuel line, out comes the fuel under pressure ,it starts to splash onto the hot manifold what is happening ? the fuel in this case is petrol heats up to and beyond its flash point, also at the same time the liquid becomes a vapour supply a spark at this point and woof,the engine thinks its a dog but no spark present no fire yet remember our auto ignition point , the fuel vapours temperature increases WOOF auto ignition a fire is now born (our driver is blissfully unaware of his pending fate) the temperature rises dramatically until our next milestone is reached FLASHOVER ,this is when the temperature inside the engine bay rises above 500 deg c. At this point the heat is breaking down all flammable materials into combustibile vapours at and above this temperature these vapours flashover into a raging fire, at about this time our driver starts to realize there is a serious problem.

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Lots of smoke and the fire wall is near red heat, i an automatic fire suppression system was installed it would have activated long before and extinguished the fire, but this driver thought you don't need an extinguisher in a rear engined racer. Things inside the cockpit now start to ge unbearably hot and our drivers mind screams out FARK (could this be Why we have rules about Nomex fire suits?)The firewall is now hot enough to auto ignite combustibile materials inside the cockpit, now with the burning heat large volumes o smoke and superheated gasses are rapidly filling the cockpit (when a solid or liquid turns into a gas its volume increases many hundreds to thousands of times its original volume) in desperation if he's still able our driver operates the cockpit extinguisher (he did not bother with the automatic option as it cost an extra couple of bucks) but A) he did not bother to maintain the system and it failed to operate or B) he installed the wrong type of system , in A he soon becomes unconscious and dies or the extinguisher fails to stop the fire or it puts out the fire but it also removes all the oxygen and the driver dies. So this brings us to the point of what type of extinguisher should we use. The STCA rules call upon a certain weight of Halon, this type of extinguishing agent is now outlawed because it causes holes in the ozone layer, if you still have this type of system be aware it is illegal to use and incurs big fines if caught. So we need a Halon replacement, Halon was used because it had these properties - it could be used for A, B & E type fires (A = normal combustibles, cloth, paper, plastic etc. B = combustibile liquids, petrol, diesel, nitro etc. E = safe to use where electrical hazards are, to prevent electric shock), it puts out fires rapidly and was mildly toxic and could be breathed in for short periods with few side effects.

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So our replacement needs to be an ABE type, these are AFFF, Dry Chemical, CO2, Halon replacement. Any of these are acceptable in the engine bay as they will extinguish a fire but in the cockpit CO2 is out as it replaces the oxygen to put out fire also puts out driver. AFFF possible but size of container needed to produce enough foam would rule ou most drivers compartments. Dry Chemical would cause a unbreathable mixture of dust and cause loss of sight by dust in the eyes. This leaves us with a Halon replacement, to date al Halon replacements are compressed gases requiring large containers and plumbing to deliver the agent to the seat of the fire. All are effective, but some are more than others or you could use a new space age type called Pyrogen as I discussed at the meeting.

I hope you now see the need for an effective fire extinguisher in your vehicle. It could one day save your butt! Anyone interested in more information on extinguishers can contact me through the editor.

My next article I'll talk about intumescent paints and their fire rating/protection properties and further information on extinguishers.

Cheers Gary

Letters to the Editor

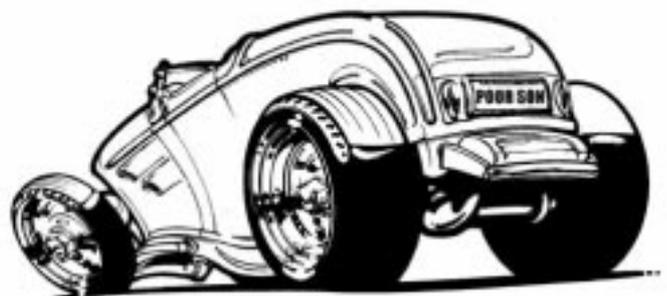
Hi my name is Brian Cannell from Modesto California. I compete in 265 Aussie Dodge Hemi powered 1950 Dodge business coupe. This car is a National Circle Track record holder and I would like to speak with other 265 Hemi owners about their cars and Dry Lake experiences. Could you please forward names or E-mail addresses for me.

Thank you

Brian Cannell Racing4lefts@aol.com

My name is Andrew Parish, 26, from near Newcastle, Member o Maitland Street Rodders, and friend of Bob Bowman and the Rickshaw guys. I'm asking if you know of anybody who might possibly have a spare seat out to the salt and would be leaving on the Sunday (10th) from Adelaide.

Andrew Parish (0402 08 3273) aparish@smv.com.au





Competition License

We want to prepare photo ID licenses to make the process on the salt a little easier. Could each member who is likely to want a competition license please supply a passport size photo. Send it in with your questionnaire and make sure that you use the change of address form to update your details.

Merchandise

Due to popular demand, the club has printed an extra 100 2001 Event T-shirts and has DLRA club t-shirts. These are available from Wayne O'Grady. Send you orders to DLRA PO Box 139 Seaford 3197. Orders are currently being taken for Club Jackets, these are \$180, which includes you name on the front of the jacket. (This price is for a bulk order, price may vary)

Logo design for the 2002 event is now being prepared. Hopefully we will have it available for the October meeting.

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

Name :

Stree :

Suburb :

Postcode :

State :

Country :

Phone No. :

Membership # :

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DLRA Website

The web site has seen a spectacular rise in interest, so much so that our free host, Geocities can no longer provide this service, we have blown their 3Gb download limit. Now if you work this out that's over 42,000 images or 128,000 pages downloaded. And this is just the 2001 Speed Trials site!!

Therefore I'm in the process of obtaining a domain name (which will be www.dlra.org.au) and a new host (which we will have to pay for). With a bit of wheeling and dealing all of this should cost the club only \$140 a year. So say tuned.

The web site is the best place to go for information about DLRA events, classes and rules as well as how to prepare for a trip to the lake.

There's also now access to every issue of the DLRA newsletter via a password protected page.

Over the next couple of months I will be working on members profiles so keep sending in those photos and stories.

There have also been a few emails from competitors who have found mistakes in the record pages. All I ask is that you bare with me whilst I check out these mistakes before I make the changes. We have a problem with a lot of the motorcycle classes in the early years as they do not relate to any SCT classes and most did not show engine size. So we are really relying on members memories of who ran what.

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