

# SPEED TIMES

ISSUE 42 April 2012

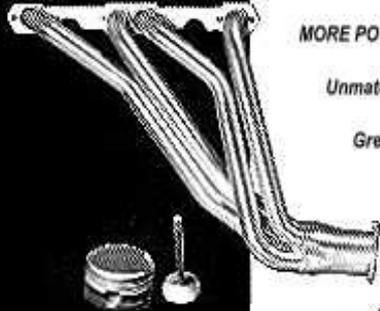


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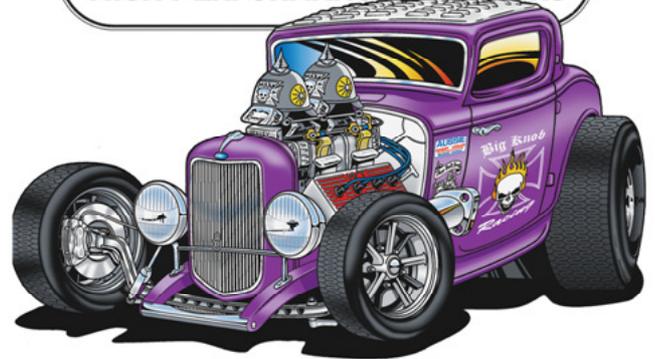
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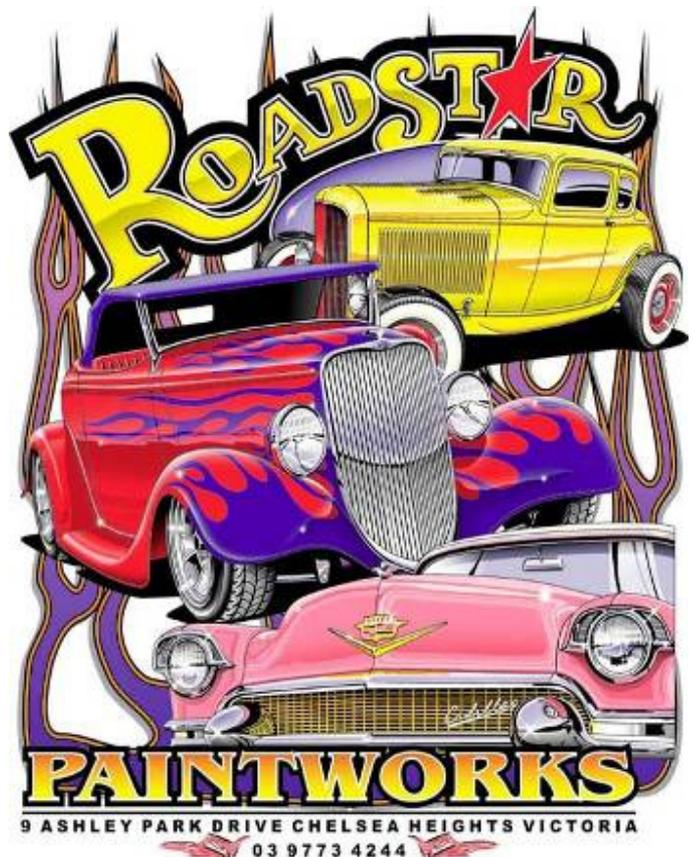
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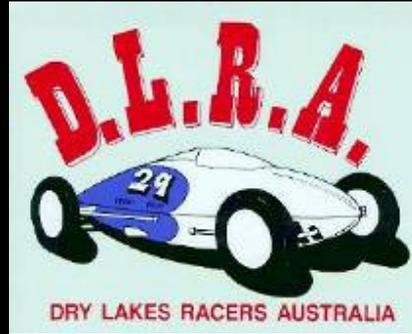
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Kiwis Steve and Teena Williams shipped over this 1934 coupe for SpeedWeek in March 2012. Powered by a tunnel rammed 427 Merlin engine, 4 speed box and 9 inch ford diff with 2.7 to 1 gears. Unfortunately due to water on the lake, the race car only made it to Melbourne, turned around and was shipped back to NZ.



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On the cover: Artwork for DLRA's SpeedWeek 2012. Details on how to order T Shirts and Stickers are in this newsletter.

President	Cled Davies
Vice President	Norm Bradshaw
Secretary	Carol Hadfield
Treasurer	Carol Hadfield
Chief Car Inspectors	Brian Nicholson & Bob Ellis
Chief Motorcycle Inspectors	Gary Baker, Dave Hinds and Graham Hadley
Race Director	Steve Charlton
Chief Starter	Chris Hanlon
Chief Time	Stan Suchodolskiy

**DLRA**  
 PO Box 349 Castlemaine VIC 3450  
 Phone: 03 5472 4629 and Fax: 03 5472 4370  
<http://www.dlra.org.au>  
[info@dlra.org.au](mailto:info@dlra.org.au)

## From the Chair

Cled Davies

Yes - I accept that I was premature in advising that the meeting was on 2 weeks out from the date. From advice received this decision appeared correct. However the opposite was proven the case. Two important changes have been made! We will have a rain-out date in case of future problems (May/June each year) and we will re-schedule our main event for Jan/Feb (dependant on the moon phase) each year and try to miss this rain period. Your newsletter contains the proposed changes to the constitution which we will vote on at the Annual Meeting. These are called "Housekeeping" which means we are tidying up some ambiguous areas. Rod, Norm and Norm met with local people at Benambra re - Lake Omeo and their report appears in this issue.

We will be holding a General Meeting along with a "Test & Tune" day at Tailem Bend on May the 5<sup>th</sup>. The strip will be open during the day and the General Meeting will commence at 7pm. BYO Chair. We expect to hold our Annual Meeting at Lake Gairdner during our rain out date. However if this is not possible then we will schedule a date later in the year.

Inspections for conditions at Lake Gairdner will be carried out by our South Australian members each week from mid April on with a final decision made mid May. These inspections will be carried out before any future meetings.

Cled.

## Rod's Ramblings

Rod Hadfield

Like every other member who intended to attend this years Speedweek I was disappointed when the inspection party reported back that the Lakes condition was not suitable. It is a weather thing and totally out of anyone's hands and we must accept that, but it seems some people, without thinking want to find someone to blame and thus start putting uncalled for comments and ridiculous suggestions on the forum. I ask, do these members realise or

## Pre Race Meeting May 2012 South Australia

**Our next meeting is on Saturday 5<sup>th</sup> May 2012**

**and will be at:**

**The Tailem Bend Test and Tune day**

**South Australia**

**The strip will be open during the day  
(9am to 5pm) and the General Meeting  
will commence at 7pm.**

**BYO Chair**

**This meeting will be the last chance to  
Pre enter the May/June 2012 event**

**2012 Merchandise will be available**

Why not come along and check the venue out!

understand the amount of effort spent all year to get ready for the week, obviously not. Within 24 hours of the inspection party returning home a Committee meeting was underway to formulate a plan, how much quicker can we, the Committee act? In between the call off and the Committee meeting 5 members met at Lake Omeo to get plans in place, but in the previous three weeks 7 inches of rain had fallen and 2 inches the night before we arrived so the lake had water on it for the first time in ten years. However, much was achieved, the use of the football ground for camping (Omeo is only 18km away and has accommodation for hundreds of people). The use of the kitchen facilities have been assured, the bar has a licence in place to allow them to open it up to us, the Lake Committee (who are so keen to get us there, have already put an article stating our intentions in the Bairnsdale Newspaper). They will arrange the local fire and medical people to be available, the Councillor we spoke with assured us road closure, crowd control, signage and track preparation will be taken care of. We have sent off a letter requesting confirmation of our requirements, track layout and any concerns they may have. I must admit, never has something been so straightforward so far. There are 4.9km of usable surface, a viewing bank along one side of the track and a landing strip for fly-ins. If looking it up on the map the small town on Benambra is on the Lakes edge, fuel, a hotel and a general store is all it consists of, we also have approval in principal for our public risk and volunteer

insurance. The surface is at present fully grassed which will be slashed very low a couple of times, there are several wheel tracks which will need to be filled and we have asked for the surface to be rolled, the long grass along each side will help drivers, turn-outs will be to the left unlike lake Gairdner which are to the right. I think it has great potential and compared to El Mirage it is much longer, better facilities and there shouldn't be as big a dust problem.

At this stage I must thank all South Australian members who have been working hard to keep the information lines open, especially David Pluckhahn who has inspection parties ready to pay regular visits to Lake Gairdner as a lead up to our proposed rescheduled meeting from the 28<sup>th</sup> of May – 1<sup>st</sup> of June 2012. If we are able to run this proposed meeting an Annual General Meeting will be held there, a Test and Tune Day is scheduled for May 5<sup>th</sup> at Tailem Bend and a General Meeting will be held there that evening starting at 7pm. Carol and I will take the Club truck for a run, we will load the truck with all our available Merchandise as we ordered plenty anticipating our biggest ever meeting with pre entries approaching 300, we will try and set up during the afternoon.

Thanks to Tom Carroll who serviced the truck in anticipation of Speedweek, Rob Carroll was to take it to Lake Gairdner as I would have been taking our truck. I have been thrashing for the last 12 months solid getting our Commodore ready, we hadn't had a chance to get it onto the tuning dyno which now, hopefully we will. The new paint job by "Riches Auto Finishing" in Bendigo is first class and Ryan Ford has done his usual magic job on the signage. Nankervis Performance Boats have built the hi-torque 572 cubic inch motor, I would also like to thank a few people, first and foremost my wife Carol for her tireless efforts every day for the club would not exist if not for her, Kim Krebs and Greg Watters for helping to get Lake Omeo organised, Norm Hardinge and Vicki Howard for keeping our club in front of the public and getting the newsletters together, Gary Satara for his work on the Rule Book and Constitution, Club scrutineers, Graham Hadley who cops an unreal amount of enquiries especially from the Bike fraternity, Greg Wapling for keeping the website in order and lastly a new member, Chris Kaye for his generosity in donating to the club a new inverter generator, Chris can supply club members a full range of generators with the Briggs & Stratton motors at the best prices anywhere. I personally purchased a 7kva 2 cylinder electric start on wheels

which will run almost anything in a house or a workshop, Chris has an interesting job tuning and hotting up the Briggs & Stratton motors for the Junior Dragsters, so thanks again Chris. Lets all hope the salt re-generates and the rain stays away so we can get onto the lake.  
Rod

## Rain out Date

**DLRA will be making a second attempt at holding SpeedWeek 2012. Dates to remember are 28<sup>th</sup> May to 1<sup>st</sup> June.**

## Very Important

All entries DLRA already hold are eligible for the rain out date 28<sup>th</sup> May to 1<sup>st</sup> June.

**Please let Carol Hadfield know by email or phone if you intend to race at the second attempt or not.**

Carol 03 54724629 or  
carol@castlemaine.net

## Notice to Members

All members are to be advised that there have been several changes made to the Club Constitution, there will be discussion and a vote taken on changes at our next AGM which will be held during the 2<sup>nd</sup> attempt at Speedweek, 28<sup>th</sup> May to 1<sup>st</sup> June . There will also be new Rule book changes voted on at the same meeting so if you are wanting to have your say you need to be there.

**A copy of the proposed new constitution is included towards the end of this newsletter.**

## Office Bearer Positions to be voted on at the AGM

Office Bearer Positions to be voted on at the Annual General Meeting.

President

Vice President

Secretary/Treasurer

Race Director

### **Committee of Management:**

Comprising of the above and two other nominated active members

### **Technical Committee:**

Chief Car Inspectors (we have two at present)

Five Car Scrutineers

Chief Motorcycle Inspector (we have three at present)

Five Motorcycle Scrutineers

Starter

Assistant Starters (3)

Timer

Assistant TimerS (2)

Camp Co-ordinator

Rule Book Co-Ordinator

Contest Board - Should be made up of the voted Committee positions including Technical committee

Rules Committee Person – made up of chairperson and above inspectors

Incident Review Committee

- Chairperson and above inspectors, Race Director and other members

South Australian Liaison Committee to deal with Native Title and Landowner issues (we currently have 5 members on this committee).

## Speed Week 2012 Entry Form

**Please find your entry form for SpeedWeek 2012 at the end of this newsletter.**

There is a cut off (5<sup>th</sup> of May 2012) and a \$100 extra charge if you are a late entry.

## Did you Know?



### **Back on the Market**

**Australian made 2" dropped stubs to suit Valiant and 'A bodied U.S. Chryslers HD-WB Holdens including Torana's, '55-56-57 Chev Ford XR-XF, Mustang '66-'73, Fairlane, Mercury, Granada, Grand Torino, Futura & Sprint**

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**100 lts of ERC 110 Octane racing fuel available. Left in Melbourne by NZ'er Stephen Williams after March meet was called off. He is not returning for the May rerun. Cheap at \$100 per 20 Ltr drum. Call Norm (Melbourne) 0425 700 954. Can be picked up at Tailem Bend meet 5<sup>th</sup> of May if required.**

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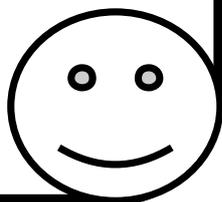


Get your 2012 Merchandise Now

T Shirts - \$25\*

Sticker - \$5\*

\*plus postage.



## Important Dates Norm Hardinge

### TEST & TUNE.....

**Tailem Bend South Australia....**

**The next Test & Tune is May 5<sup>th</sup> and 6<sup>th</sup>.**

**DLRA's next general meeting (and pre race meeting) will be held Saturday 5<sup>th</sup> of May during this Tailem Bend event.**

Access to the track for camping is available from Friday night.

You can camp at the track or accommodation is available in Tailem Bend.

All enquiries Ring Peter Noy 0427777661  
or get on the web site [www.dlra.org.au](http://www.dlra.org.au)

### 2<sup>nd</sup> ATTEMPT SPEEDWEEK..... 28<sup>th</sup> May to 1<sup>st</sup> June 2012

Lake Gairdner South Australia entries now open  
contact Carol Hadfield 03 5472 4629 or download  
your entry form ..... [www.dlra.org.au](http://www.dlra.org.au)

## WTF!

### Norm Hardinge

WTF one week out from the event and the decision was made to cancel DLRA Speedweek for the second year in a row! Speedweek 2012 was to be our biggest event ever with over 300 entries and our DLRA membership at 1100 and still growing. The rain gods must hate racers! Eight inches of water on the lake put an end to our big week of racing. Some of our USA friends cancelled their flights while others decided to have a non salt lake racing Aussie holiday. Steve Williams sent over a wicked 1934 Plymouth coupe and a BSA single cylinder bike only to have to send them back to New Zealand without a speck of salt on either beast. Instead, Steve and his crew had a holiday (shed crawl) around Victoria for a week. I am sure all racers will have a sad tale or two. Those who planned not to make the event because they couldn't get time off work, their race car had blown up or they had to get married became lightened in

their mood because they realised they had not missed anything, but the rest of us spat the dummy.

When all the dust from the dummy spits settled down the frustrated DLRA committee led by President Cled Davies, Animal and David Pluckham decided for the first time in DLRA's history to reschedule the event later in the year.

The committee headed out to Lake Gairdner to organise anything and everything required to run Speedweek at a later date. Thanks to their efforts, almost all requirements have now been ticked off and Speedweek has some new dates - May 28<sup>th</sup> to 1<sup>st</sup> June.

So all those members that had to get married, Dr. Goggles, can now go salt lake racing at the end of May. David Pluckham has arranged a roster to have Lake Gairdner inspected weekly and to post the results on [www.dlra.org.au](http://www.dlra.org.au). Thanks guys for your great work.

While the rain date (hopefully not the next date to rain) for Lake Gairdner Speedweek was being sorted, Rod Hadfield, Norm Bradshaw and I headed up to Lake Omeo in the Victorian high country, where we joined by Kim Krebs and Greg Watters to meet with the local officials. The aim was to lock in their support for a Lake Omeo land speed event later this year.

Kim had already done much of the ground work and we were guaranteed the full co operation of the locals to make our event happen. The paperwork is in and it looks all systems go, I will keep you informed with race dates.

I thought I'd tell you a bit more about Steve Williams' New Zealand team. Steve says "the race team consists of 15 hangers on, who are mostly hot rodders wanting to watch me make a fool of myself." Steve's crew in Australia was headed up by his wife Teena, nephew Jesse, brother in law Paul and his good mates Burt, Kingi and Steve among others. The race car is a 1934 Plymouth coupe that was found in a paddock. Over the following four years, the Kiwis chopped the roof, laid back the screen and extended the bonnet, filled in the grill and then channelled the body down over the chassis so it almost scrapes on the ground. This car screams hot rod! Steve shoehorned in a tunnel rammed 427 Merlin engine, 4 speed box and 9 inch ford diff with 2.7 to 1 gears. The record in the Bonneville class is 253mph. Steve was aiming for 200mph this time out but the rain gods put an end to that. Still smiling, Steve packed up the car and promised to return in two years time. It's a big effort and a costly exercise to send your car or bike overseas to race. Thank you to Steve and all the

other Kiwis who support our event. We Aussies appreciate it. Hope to see you back here next time. So from zero dry lake racing events in Australia in 2012, now it looks like we have two land speed events, cool. Smiles all round. Matt Lagoon has already started prepping the motor in the Big Knob Roadster to run on the 28<sup>th</sup> of May.

See you at the Salt  
Norm Hardinge.



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**Don't forget to order your 2012  
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If you're missing a TShirt from an earlier meet, DLRA still have some stock.

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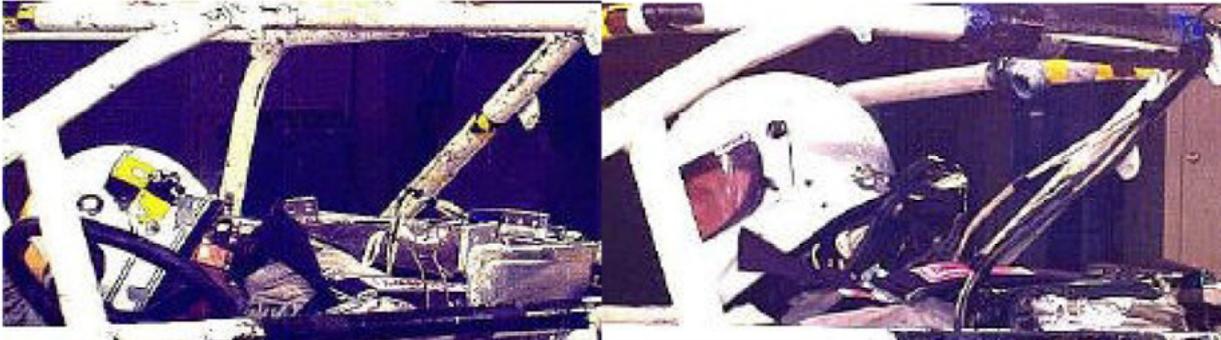
## WHY use a head and neck restraint system at all?

In a high "G" impact, say 80 G's, a 15-pound head and helmet combination effectively weighs 1200 pounds (15 x 80) for a split second.

Crash recorders in INDY cars have seen over 100 G's. In NASCAR accidents have been recorded at over 140 G's. Without a HANS, the driver's neck has to take this load.

Neck loading of this magnitude leads to fractures of the base of the skull (basilar skull fractures) that are the most common cause of death in racing drivers.

It's worth noting that a 35 MPH impact will generate up to 50G's - that's 50 times the normal weight of your head on your shoulders.



Frames from high-speed video of GM crash sled tests simulating a NASCAR cockpit at Wayne State University in 2000. The sled acceleration was 45 G's.

The left frame shows the test without a HANS; the right is with a HANS

Without a HANS, the head pulls the neck forward with a shearing load that may exceed the injury threshold limit. The neck tension (pull) may be much larger than the injury threshold limit because the head swings violently forward. Neck shear and tension combine for a total neck load that can greatly exceed the injury threshold. These extreme neck loads are the cause of basilar skull fractures. The basilar skull fracture is the most common cause of death in a racing accident.

### Key points of HANS performance:

- In frontal impact with a **HANS** system, the head moves with the torso to help reduce injurious head motions, accelerations, and neck loads.
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A head and neck restraining systems are mandatory in NASCAR series, with most drivers choosing the HANS device. In Australia, the HANS device is now mandatory for V8' Supercars and is the head and neck restraining system of choice of over 95% of Sprintcar drivers.



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Dry Lakes Racers Australia - members HANS and Helmet package starting price from \$1,279.00

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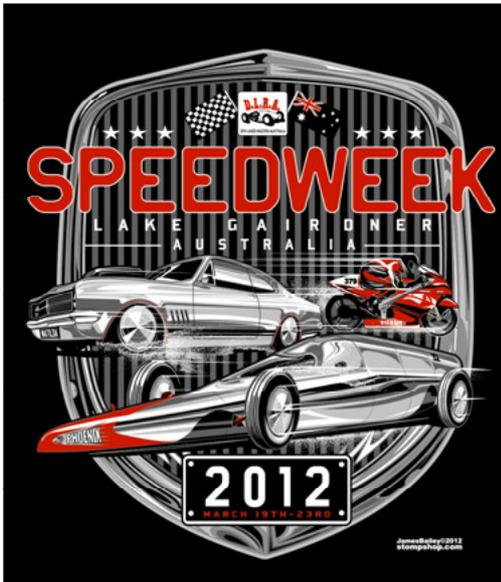
\*If your helmet meets the standards required then we will fit your HANS posts free if you purchase a HANS device from us. Plus Freight.

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is not quite as good but similar to running on salt, but it is consistent.

The football club has already agreed to us using their facilities which will make a very suitable base and only require a couple of pedestrian gates cut through the fence between them and the lake. There is limited accommodation in Benambra but the tow of Omeo is not far away and provides ample accommodation that is used in the winter months by ski enthusiasts for the nearby ski fields.

We have had correspondence with East Gippsland Shire to determine who is responsible for the Lake and have now met with most of the interested parties. Officially the Victorian Department of Sustainability and Environment are responsible for the lake, but they have given their responsibility to a local management committee. Council have already indicated that they will assist where they can with getting the event happening and will also assist with promotion of the event, if that's what we want to do.

An event similar to El Mirage certainly could be run at Lake Omeo. At this stage it is anticipated to running a one day event, set up Saturday and run Sunday. But if numbers dictate it, we could run a 2 day event. Certainly there are people who have vehicles that they would never run on a salt lake that would consider running on a dry lake.

Insurance can be obtained for an event of this type for about \$2,500, we estimate it would cost about an additional \$2,500 to run an event here. The club has indicated that the new timing gear would be made available, but if it was not suitable that the GPS units could be used.

It has not yet been determined when an event would be held but it would more than likely be between October and January. Obviously the lake will be at its wettest over the winter and we don't want to clash with the local footy season.

The next step is to formalize the arrangements and agreements and get some signatures.

- **Tailem Bend Test and Tune Weekend**  
Held at the Tailem Bend Motorsport Park just last weekend there were 17 vehicles that made use of this opportunity to blast down the 1.7km track. Although speeds are not measured or recorded as this is a test and tune event, the top speed of the meet was about 160MPH.

This is a fantastic facility with a large workshop and hoist and is well fenced and offers good security. It costs \$1,350.00 per day to hire and insurance is very cheap with cars being covered by CAMS and bikes by a South Australian organisation. There is camping on site and 2 hotels with accommodation close by. Traveling time from Melbourne is a comfortable 7 hours.

- **Rod and Carol are moving.**  
Although not very far, this means that whilst they wish to continue to do all that they do for the DLRA they will no longer have the capacity to store all the DLRA

merchandise and other items. Cled has investigated the purchase of a container that is in good condition inside and out and has adequate ventilation at a cost of \$5,000 (delivered)

The purchase of the container was moved by Peter Warren and seconded by Robin Cseh.

- **Second generator purchase**  
The club has identified the need to purchase a portable sine wave generator for running the gear in the new registration caravan. Cled has been able to get a good deal on a Honda generator for \$1,800. However a member has very generously indicated that he is willing to donate a Briggs and Stratton sine wave generator, so we will wait and see what happens here.

- **Ambulance Officer and vehicle at Speed Week**  
With the recent correspondence from SA Ambulance the DLRA is asking all members to consider suitable alternatives. To provide an adequate service we would require a paramedic and a fitted out ambulance for the duration of Speed Week. To give you an idea of cost SA Ambulance quoted \$3,000 in 2010 and \$5,000 for 2011. If you know of some one or a suitable organisation please contact Cled.

- **Rulebook Changes**
  - a. 20110601- Use of more than one engine in a motorcycle- accepted by Dave, Graham, Bob and Brian. No response from Gary Baker. Limit of three engines.- RECOMMENDED
  - b. 20110613- Addition of the Ute class- Bob and Brian are in agreement, there are just a few adjustments necessary but all under control.- RECOMMENDED
  - c. 20120125- size of rear 'and front' sprocket to be optional. Both Graham and Dave agree. No response from Gary Baker.-RECOMMENDED

- **Constitution Changes**  
To allow for financial and non-financial members, the \$25 subscription fee and the voting rights attached to each class of member. (See actual changes to text attached to end of these minutes)

- **Kenny 2 confirmed for 2012 and they will be bringing a portable urinal with them which will be put to good use on the lake.**
- **Cled spoke to Joy Newton this week and the news to pass on is that they will not be spending any more money of time on the saltbush camp, behind the canteen. The condition and functionality of the cold showers and limited toilets is unknown, but if they are not working they will not be fixed. (The DLRA camp offers clean toilets and hot showers for \$60 for the week)**
- **Arron from TAG Heuer has confirmed that he will be at Speed Week to ensure the successful implementation of the new timing equipment.**

- Norm Hardinge had arranged for Bruce Williams to make a presentation about safety equipment at the meeting, however Bruce was not available.
- There will be an inspection day next Sunday 19<sup>th</sup> February 2012 at Aussie Desert Cooler, 34 Macquarie Drive, Thomastown 3074. This is an ideal opportunity for entrants to get their vehicles inspected before heading to the salt. There were 4 or 5 present at the meeting that will be presenting vehicles.
- At the request of South Australian members the next General Meeting will be in South Australia, possibly at Tailem Bend. It will be Saturday 5<sup>th</sup> May 2012 and the meeting will start at 7.00pm
- Competitors that are rolling over entries from 2010 or 2011 need to contact Carol to confirm that they are attending the 2012 Speed Week.
- The new 2012 T-shirts were displayed (as modeled by Rod) and are now available for purchase. There is also a new Calendar available.
- When the lake was checked during the working bee at the end of last year, it was found to be in excellent condition, requiring minimal grading. All the salt had returned to the ramp edge. As of last week the Lake had about an inch of water over it. This is not considered to be a problem and the event is well and truly on.
- Due to the lack of pre-entries and roll over confirmations there will be no program this year. If we have enough of a list about 2 weeks out from the event, there maybe a list of entries printed.
- The 2012 DLRA Annual General Meeting will be held during the day on the lake, unsure of which day yet, this will probably be decided at the start of Speed Week.
- Each day of Speed Week will start at 8.00am with a drivers meeting, it is compulsory for drivers and riders to attend these meetings.
- Due to some issues regards the interpretation and implementation of mesh restraints, the rule will not be enforced for 2012. It will be for 2013.
- Entrants are to note that they are expected to perform some volunteer work to assist in the running of Speed Week. Many have already nominated, but many more have not. You can nominate online at <http://www.dlra.org.au/schedule.html> Or email [drylakesracers@hotmail.com](mailto:drylakesracers@hotmail.com)

Meeting Closed : 12.30pm

Photos that Rod took from Lake Omeo that were shown at the meeting. More photos are also available on line at <http://www.dlra.org.au/ref-lake-omeo.htm>



*Football Club Rooms  
North End looking south (longer grass*



*)  
Southern end, shorter grass and sparse  
Edge of lake*

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# ENTRY FORM

## Dry Lakes Racers Australia

For Official Use Only	Membership
Event Date .....	
Entry Fee Paid \$.....	

### Driver Details

Surname	Firstname	Middle Initial	
Street	City	Postcode	
Phone	Fax	Mobile	
Signature	Date	Driver Number	

*Parent or Gardians permission if under 18 years old.*

Name: \_\_\_\_\_ Contact Phone No. \_\_\_\_\_

Signature: \_\_\_\_\_

### ALL DRIVERS ARE REQUIRED TO ATTEND DRIVERS MEETINGS

**Eligibility:** All owners and drivers must be financial members of the DLRA. Owners / driver under 18 years of age must have notarized consent from a Parent or Guardian.

**Important:** You are not officially entered until this entry form has been completed and returned to the DLRA office and recorded by the Speed Trails officials.

Notice: Call 0435 213 785 for advanced weather information.

**Race Entry Fee:** \$275 Will only be refunded if meeting canceled due to adverse weather conditions \$.....  
 \$175 for additional drivers, same vehicle.

Lost Log Book Replacement \$.....

**Late Entry:** \$100 no refund applicable \$.....

### Credit Card Details

Card No. \_\_\_\_\_

Expiry: . \_\_\_ / \_\_\_ CCV: \_\_\_\_\_ Amount: \$ \_\_\_\_\_

Name on Card: \_\_\_\_\_

Signature: \_\_\_\_\_

### Vehicle

Entry Name			
Vehicle Make	Model	Year	
Colour	Class	Class Record	

### Engine Make

Displacement	Year	No. of Cylinders	
	Blown / Unblown	Class	

Please Note: This event does not run by itself, we need volunteers to set up and dismantle. Your team must have workers available from Saturday before race week begins and after close of courses available until all work is finished (Friday evening) Refer to volunteer spreadsheet on website. <http://www.dlra.org.au/schedule.html>

**Drivers Medical Form** (one form required per driver.)

Date of Birth		Social Security #		Health Insurance	
Doctor		Doc. Phone		Policy #	
Medication		Allergies		Other Drugs	
Ailments		Surgeries		Blood Type	
Person(s) to notify in case of emergencies	1.	2.		Phone #	

**Conditions you have OR have had in the past** (please check alongside if one or more items apply to you.)

Arthritis	<input type="checkbox"/>	Drinker	<input type="checkbox"/>	Head Injury	<input type="checkbox"/>	High Blood Pressure	<input type="checkbox"/>	Shortness of Breath	<input type="checkbox"/>
Asthma	<input type="checkbox"/>	Ear Problems	<input type="checkbox"/>	Hearing Loss	<input type="checkbox"/>	Hives	<input type="checkbox"/>	Sinus Trouble	<input type="checkbox"/>
Back trouble	<input type="checkbox"/>	Emphysema	<input type="checkbox"/>	Heart Trouble	<input type="checkbox"/>	Jaundice	<input type="checkbox"/>	Smoker	<input type="checkbox"/>
Broken Bones	<input type="checkbox"/>	Epilepsy	<input type="checkbox"/>	Hemophilia	<input type="checkbox"/>	Kidney Disease	<input type="checkbox"/>	Stomach Trouble	<input type="checkbox"/>
Cancer	<input type="checkbox"/>	Eye Problems	<input type="checkbox"/>	Rheumatic Fever	<input type="checkbox"/>	Nervous Trouble	<input type="checkbox"/>	Stroke	<input type="checkbox"/>
Chest Pain	<input type="checkbox"/>	Gall Bladder	<input type="checkbox"/>	Rheumatism	<input type="checkbox"/>	Paralysis	<input type="checkbox"/>	Tuberculosis	<input type="checkbox"/>
Diabetes	<input type="checkbox"/>	Goiter	<input type="checkbox"/>	Hemorrhoids	<input type="checkbox"/>	Polio	<input type="checkbox"/>	Tumor, Cyst or Growth	<input type="checkbox"/>
Diphtheria	<input type="checkbox"/>	Hay Fever	<input type="checkbox"/>	Hepatitis	<input type="checkbox"/>	Respiratory Problem	<input type="checkbox"/>	Ulcer	<input type="checkbox"/>

<b>Emergency Authorization:</b> In the case of an emergency wherein I am incapable of giving consent due to illness or injury, I hereby authorize any qualified person to administer first aid and / or any other necessary treatment.	Signed: .....
<b>Emergency Surgical Authorization:</b> In case of emergency wherein I am incapable of giving consent due to illness or injury, I hereby authorize any licensed surgeon and his choice of anesthetist to perform surgery, if necessary. The need for surgery must be agreed upon by two (2) physicians qualified to make such a judgement.	Signed: .....
<b>Donor Authorisation:</b> In the hope that it may help others, I hereby make this anatomical gift, if medically acceptable, to take effect upon my death. The words and marks below indicate my desires to give (a) any organs or parts. (b) only the following organs or parts. Specify the organs or parts	Signed: .....  Witnessed: .....

**Disclaimer**

Motor racing is dangerous and neither the Dry Lakes Racers Australia, the proprietors of Mt. Ive Station, the Government of South Australia, nor any promoter or conveyor of this or other meetings will be held responsible and the competitor whose signature appears below hereby agrees to make no claim whatsoever against Dry Lakes Racers Australia Inc., promoters or conveyors for any damage, injury or loss arising out of or in connection with any activity convened by Dry lakes Racers Australia Inc.

Signed : .....

**Release**

I, the undersigned in consideration of the timing, track, accommodation and other facilities, waive any and all legal liability and / or cause of action that I may now have or hereafter acquire against the Dry Lakes Racers Australia, or any of its members or anyone employed or acting as timers, judges or in any other capacity in conducting such races and / or timing event at Lake Gairdner or any other place.

Signed : .....

<p><b>DRY LAKES RACERS AUSTRALIA</b>                  PO Box 349 Castlemaine VIC 3450                  Phone : 03 5472 4629 Fax : 03 5472 4629                  URL : <a href="http://www.dlra.org.au">http://www.dlra.org.au</a>                  General Information email : <a href="mailto:drylakesracersau@hotmail.com">drylakesracersau@hotmail.com</a>                  Entries &amp; Credit Card email: carol@castlemaine.net</p>
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