

SPEED TIMES

ISSUE 47 February 2014

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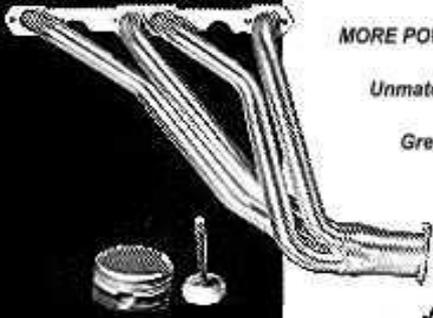
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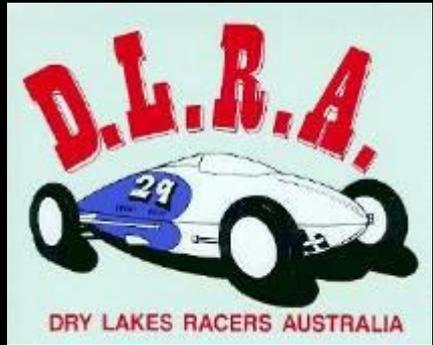


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Chief Timer testing equipment with Malcom Campbell's Bluebird.



Contents

Newsletter Sponsors	2
Contents	3
From the Chair	4
Rod's Ramblings	4
AGM On the Salt 2014	5
From the Office	5
VERY IMPORTANT!	
Read this if you want to race!	5
Code of Conduct?	6
Did you Know ?	7
Norm's Shit	7
Buy, Swap and Sell	8
SpeedWeek 2014 Dates	10
Lazy Afternoon – Kings of Speed DVD	10
Minutes of Committee Meeting 02/12/13	10
Minutes of General Meeting 19/01/14	12
Minutes of Committee Meeting 10/02/14	15
More Sponsors	17



Cled Davies' 1916 Dodge Speedster has been sold. Hopefully we will see this record holder back on the salt one day!

Racing this Dodge is what brought Cled to the world of DLRA and he said once as Chief Starter that to fix something you have to get involved. True to his word, he did.

Cled has been DLRA's president for four years, the club membership thank him for his efforts and appreciate all the time and hard work he has invested into our club.



President	Cled Davies
Vice President	Norm Bradshaw
Secretary	Carol Hadfield
Treasurer	Carol Hadfield
Chief Car Inspector	Bob Ellis
Chief Motorcycle Inspectors	Ross Brown
Race Director	Steve Charlton
Chief Starter	Cled Davies & Rob Cranfield
Chief Timer	Paul Lynch
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Cover: - New 2014 DLRA Artwork – Merchandise Available Now

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From the Chair

Cled Davies

Well this it – my final newsletter column as President of the DLRA - time to hand over the reins to others. It's been a privilege to Chair this group for the past four years & to lead such a dedicated & hard working committee. I leave knowing that we have worked well together to achieve some great results.

Since last newsletter we've travelled some big miles on behalf of DLRA – meetings in Port Augusta, then 2 weeks later in Wudinna in a bid to sort out legalities regarding the continuation of Speed Week at Lake Gairdner have proven to be worthwhile. Thanks to Norm Bradshaw & Doc Murdock who supported me during these meetings. Probably the most important result is that we have managed to put forward a strong case for DLRA representation on the newly constituted Gawler Ranges Co-Management Board. This would give us direct access to the people who govern the Lake area. It would ensure that future permissions for DLRA events are streamlined rather than continuing in the ad hoc manner that has been usual in the past. Our MOU with the Gawler Ranges Aboriginal Co-operative (GRAC), for the 2014 event, has now been agreed upon -this means we're able to go ahead under the agreed rulings. It is imperative that the DLRA continues to work with the management committee & traditional owners arrive at mutually agreeable outcomes for all.

Other significant improvements during my term include doubling club membership & gaining record entries for Speed Week. Also the opening of a second track, purchase of new timing gear & secure record storage. We've had a load of physical improvements for the benefit of both officials & competitors. Particular thanks to those untiring volunteers who have continued, despite often atrocious conditions, to keep the event flowing. Thanks too, to those behind the scenes who work throughout the year & others who attend campsite working bees - a great team- we couldn't do it without you.

For 2014 we have a new shade set-up for scrutineering-courtesy of the Broken Hill boys – Colin & Trevor Claire, meaning better conditions for start lines & merchandise sales. The newly purchased sewage system is still on-hold - decision regarding siting the plant has held us back – but it will be up & running in 2015. Thanks to everyone who contributed to the cost of this & other improvements through interest free loans to the club.

We are also going to trial a 'first in best dressed' start line on the Main strip for Monday & then pre-staged from Tuesday onwards. Having watched the long queues at Bonneville we want to try both & see which works best for us. But don't forget you must have a support vehicle at the start line at all times.

My only regret, despite repeated requests in response to complaints from members & visitors alike – I've been unable to convince everyone of the importance of presenting themselves in an appropriate & professional manner as we try to lift the profile of our event. Underwear is not acceptable – I'll gladly hand this task on to my successor.

I have enjoyed my term & wish the incoming office bearers every success in future.

Best wishes to all , Cled

PS - My retirement is official – my caravan & annex set-up is for sale - 16' on-site van, fixed shaded annex , aircon, good sized fridge, sleeps 2 comfortably - includes bedding/kitchenware etc. Great condition – WIWO– all you need is food, beverages & clothes. \$1750 ONO

Rod's Ramblings

Rod Hadfield

Like all members who wish to run at this years Speedweek the rush is on. Once Christmas is over I don't know where the time goes, Speedweek is on you, I guess part of the problem is that you can't seem to get anything done through January, it seems everyone you need to deal with is closed or away. The amount of work going on at the office is non-stop, especially entries pouring in before the closing date and the late entry must be charged. This years T Shirts are really special and will be available in black and white.

We must all be thankful for the amount of work Vicki Howard has put into the artwork, she also organised steel signs with the same artwork and there is only 75 in total so they will be a real collectors item. Vicki must also be thanked for collating and producing the newsletter which can only be described as professional. Check out Vicki's DVD's on among other things, Australian and U.S. landspeed racing in this magazine. The Kick Ass factory is just one of Vicki's specialties and it will surprise you with the quality. Another role Vicki takes on is sending emails and SMS messages to those who are contactable by this method. Vicki had our new T Shirts on the Aussie Desert Cooler stand at the Victorian Hot Rod Show over the long weekend in January.

Another person working very hard behind the scenes is Greg Wapling. Greg checks all entries for the classing, handles many email enquiries and looks after our Website and forum, keeping it under control. Greg also takes meeting minutes at our General and Committee meetings, he is a very valuable and experienced member of our Committee that meets monthly (except for August) and of course Speedweek sees Greg and Carol working non-stop. There are also many others that work hard to keep the club running and I often think many have little or no idea what it takes day to day, Carol works every day on DLRA paperwork, whether it be new memberships, annual subscription payments, merchandise orders, organising permits, insurances, entries (and now late entries) etc. etc., and of course the phone rings constantly with enquiries.

The DLRA would like to acknowledge the sponsorship of Mastec, Aussie Desert Cooler, Graffiti Publications, Doolans Heavy Haulage and Cruzin magazine towards our 2014 T Shirts. As far as the Bronze Aussie is concerned, McLeod have upgraded our clutch after we destroyed two last year, a new parachute should overcome any high speed stopping required, the rear panels and quarters have been repaired and painted following that onboard melting incident last Speedweek. Its back to our original exhausts after experimenting proved non beneficial.

Keep hacking away, there is not long to go until Speedweek.....see you there!

AGM

Our next meeting is on the Salt!!
Woo Hoo!
and it's the AGM. Woo Hoo!
SUNDAY 2nd March,
Scrutineering area in the pits.

If you are at Lake Gairdner and available, make sure you come along, there are going to be lots of important issues discussed.



From the Office



**Make sure you
have your
paperwork in
order!!**

**Or there
will
be
consequences!**

LOAN APPEAL Thanks to everyone for the overwhelming response to our appeal for an Interest Free Loan to purchase the Communications equipment required and the Wastewater Treatment Plant, along with loans we received a fantastic amount of donations towards the fund, but someone deposited an amount into the Bank Account with no name or DLRA number as identification so of course I have no idea who it was, if you paid into the bank account and haven't received a receipt from me please send me a copy of your bank transfer and if it is

the correct one I will put your name against it and if it was meant to be a loan you will be paid back in due course.

VERY IMPORTANT

Read if you want to race!

This year (2014)
THERE IS ZERO TOLERANCE!! If your car (and your safety gear) is not 100% compliant with the current rule book, YOU WILL **NOT** RACE YOUR VEHICLE!!

PLEASE NOTE!!!

Welcome to the 2014 DLRA Speed Week
I would like to take this opportunity to welcome you to the 2014 DLRA Speed Week.
The good news is that after an inspection of the lake on the 21st Feb the surface was found to be in very good condition and the forecast for March is highs around the 30's with 10 degrees overnight. So we should experience ideal conditions, so long as it doesn't get too windy.

The main area of concern for us this year is to make sure we don't generate any complaints. The most obvious place that this can occur is the ramp to the lake and the access road to the pits. There are still soft spots in the lake surface in this area. Please use to mats that are placed down to protect the salt and follow the witches hats to the pits, don't try and shortcut it. There is a good reason why we want you to follow a certain path.

There is heaps more information and reading on the 2014 Speed Week page, check it out and make sure you refresh the page to get the latest version as it changes often.

..... Greg Wapling.

THERE IS A CODE OF CONDUCT EXPECTED TO BE ADHERED TO BY ALL RACERS AND SPECTATORS ALIKE MAKE SURE YOUR WEEK IS ENJOYABLE, READ THE CODE OF CONDUCT OVER THE PAGE

Code of Conduct

Lake Gairdner is a National Park and area of Aboriginal Cultural significance. To be able to use Lake Gairdner for Land Speed Racing the DLRA has had to seek the permission of a number of organisations, these include;

- Lake Gairdner National Park Co-Management Board
- Department of Environment, Water and Natural Resources
- Gawler Ranges Aboriginal Commission

Part of the permission process involves the DLRA giving an undertaking to comply with specific conditions contained in a Code of Conduct. The full and complete documents will be available for viewing at the registration caravan, but to make it easier here is a summary of the list of conditions.

Entrants, Spectators, Visitors

- By payment of a Speed Week entry, spectator or camping pass you have effectively consented to abiding by these rules contained but not limited to this code. Failure to do so may lead to your expulsion from the event.
- All vehicles must be cleaned entering and leaving the lake.
- All vehicles, equipment, generators, batteries and tools must be located on impervious oil resistant tarpaulins to prevent oil damage to the salt surface.
- All spectator and visitor vehicles must be parked in designated areas either in the pits or at the start line.
- Access to the land speed course is via the Mt. Iva access road only.
- All fuel and lubricants must be stored in a manner to contain any spillage.
- No go areas identified by Aboriginal monitors to protect cultural significance will be fenced and signed. Under no circumstances is anyone allowed to enter these areas.
- A barrier will be erected at the lake ramp each night. There is strictly no entry to the lake whilst this barrier is in place other than for designated security personnel.
- No road trains or vehicles deemed to cause wheel rut damage will be allowed to enter the lake.

DLRA

Access to Lake Gairdner will not be permitted if the lake surface is assessed to be unsuitable by the DEWNR Ranger or Warden.

- Traditional owners will monitor the areas used by the DLRA, before, during and after the event.
- DLRA organisers, marshals, security officer will be readily identifiable.

- Traditional owner monitors or traditional owner may seek to implement other conditions during the event to protect sites or objects of cultural significance.
- Periodic inspections of all land speed activities on the Lake surface will be undertaken by DEWNR staff to ensure all requirements are fulfilled.
- Any fluid spills on the lake surface must be reported immediately to the DEWNR regional office at Port Lincoln.

Your attendance at Speed Week relies on you complying with these conditions. Failure to do so may lead to expulsion from the event. There will be rangers from DEWNR and monitors from GRAC present each day at Speed Week watching for infringements.

What's New

There are a number of changes for 2014 so I will try and make you aware of some of them now.

- **Ramp Checkpoint** - when you present at the ramp at the lake for the first time, you as a pre-entrant will be given an envelope containing a copy of your entry form, a technical inspection sheet, program and entrant and team members wristbands. If there are no modifications to your entry or fees payable, you can proceed straight to technical inspection and then only need to come to registration to lodge all your completed documentation.
If you used the new online booking system and have already paid your entry fee, accommodation and lake entry fee these will also be included in your envelope. If you bought a t-shirt online there will be a voucher in the envelope to redeem your t-shirt from the merchandise tent.
- **Track Layout** - The pits will be positioned closer to the track this year, but the track will angle slightly away the further it goes. Hopefully giving a better view of the action, but retaining appropriate safety distances.
- **No Pre-Stage** - As requested by a number of entrants, there will be no pre-stage for the long track for 2014. When you are ready, simply make your way down to the startline and queue up with everyone else. Note it is your responsibility to provide your own support vehicle, shade, refreshments etc.
- **Designated Emergency Vehicle Road** - there will be a designated and graded emergency vehicle road located parallel to the track, this is for the express use of emergency vehicles only and not to be used by tender or tow vehicles.
- **Spectator Parking** - There will be a designated spectator parking area on the west side of the pits. If you have additional vehicles it would be appreciated if you park these vehicles in this area. This is a requirement of the Code of Conduct.
- **Track Clear Flags** - on each of the turnouts on the long track will be placed a flag to indicate that once a vehicle is past this point that the track is deemed clear for the next run. Entrants must clear these flags before attempting to stop.

- **Short Course** - The intent was to use the old timing equipment for the short course. Unfortunately this was destroyed in the recent Victorian bushfires. So for 2014 we are reverting back to the GPS. Speeds will be documented and shown in the results but are not accurate enough to be used for setting of records. However the short track is very suitable for licence passes. For 2014 all record attempts must be on the long track. Speed limits on the short course for cars is 150MPH and bikes 175MPH
- **Drivers Meeting** - will take place at 4:00pm on Sunday 2nd of March. There will be a sign-off sheet which entrants must sign before competing. This is to confirm that in the event of an incident that you were given appropriate instructions. Failure to do so may result in you not being able to run.
- **Rookies Meeting** - this will follow the drivers meeting. All first timers must attend the rookies meeting. If you cannot attend you must report to the Race Director on your arrival.

Volunteers Register

It's this simple, we cannot run an event without volunteers. There are still a lot of entrants who have not nominated for the volunteers register. It does not have to be the entrant doing the job, it can be a team member or friend, whatever, so long as you do your bit. Go to the 2014 Speed Week page and see if your name has been ticked off - <http://www.dlra.org.au/2014.htm> Each and every entrant is expected to volunteer for at least one half day job sometime during speed week. You can nominate online now at <http://www.dlra.org.au/schedule.html> If that's too hard, just send me an email telling me the job, the day and morning or afternoon. If you don't do it now we will catch you at registration. For 2014 our new Event Coordinators Rob Carroll and Greg Telford will be handling the day to day organisation and allocation of jobs.

See you on the salt! ,
 Greg Wapling
 - Record Certification Officer
 - Competition Entry Numbers Coordinator
 - WebMaster (and all round nice guy, Note from the editor)

Norm's Shit

Norm Hardinge

"When you do the sums and add 1200hp to a body that resembles a plane fuselage without wings these records seem very achievable."

It's always nice to see a new purpose built car heading for the salt, keeping the sport alive and interesting. It's even better when it is being built by some of the nicest people you can find in the sport, and yet even better when you know their history.

Did you Know?



Back on the Market

**Australian made 2" drop stubs to suit
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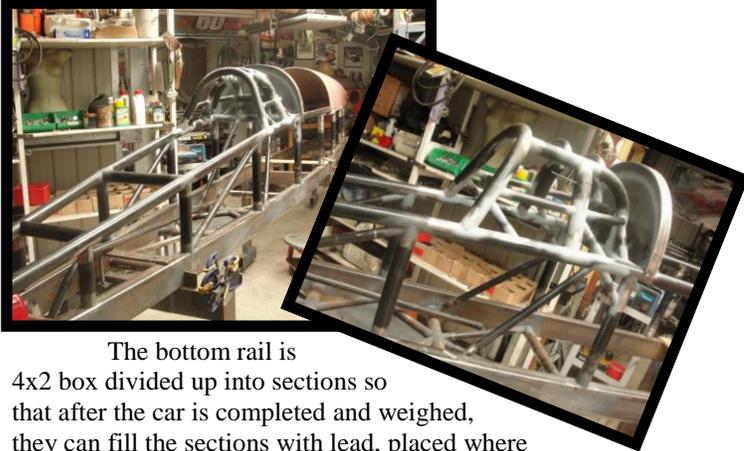
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New Zealanders Dave and Pam Alexander went to Bonneville in 2008 with a newly built salt car based on one of Art Chrisman's cars, ol no 25, also known as the Bronze Bomber that had an extensive racing history including dirt track, drag and salt lake racing. They kicked ass over there, taking home a Bonneville record with a top speed of 137 mph, and then later at Lake Gairdner in Australia where they took home another land speed racing record, and that is an amazing feat. Being able to travel the world with race car and team and take records home, is a true testament to workmanship, dedication and careful planning.

Since then, Dave has been busy with other life projects, he's been festering in New Zealand waiting for the opportunity to burst back onto the salt scene, and when he does, WOW! He's planning a lakester, based on the USA lakester of Daryl Zipp. He's planning a 1200 hp Nissan motor, he's planning a

trip to Bonneville and he's planning 300 mph! "Not much point doing it in halves!" he exclaimed.

While at Bonneville in 2008, Dave remembered a race car that he thought was fantastic and beautiful owned by Daryl Zipp. He chased up the car to find that Daryl Zipp had sold it to a fellow racer including the mould for the fibreglass body. Dave and Pam organised to have another body dropped from the mould and shipped to New Zealand. With a bunch of photos of the original car and chassis, they set about building the frame.

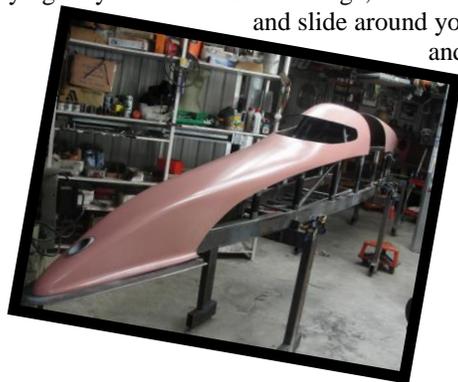


The bottom rail is 4x2 box divided up into sections so that after the car is completed and weighed, they can fill the sections with lead, placed where needed, to balance the car, keeping the bulk of the weight at ground level.

Robbie Ward is the New Zealand Nissan king and besides holding several records in NZ builds and sends Nissan motors all over the world. He will supply the turbo 1200 hp motor and be co-driver.

Dave said "With all the calculations already done we think that 300mph will be achievable, so that's our goal but you never know on the great white dyno. Progress has been good and a few mates have stepped up with help in one way or another, but of course progress is always determined by money so we will be ready to go just as soon as I pluck up the courage to go to the bank wearing my ski mask."

He added "There is a lot of pipe cutting and tig welding at the moment so I have a bit of tig sun burn and scars where those little red hot balls of metal drop on top of you when you're lying on your back inside the cage, melt through your clothing and slide around your most tender parts, and burn another hole as



they drop out the back. The most painful part though is refilling that bloody Argon bottle."

Dave and Pam would like to thank Robbie Oswald, brother Hamish Alexander, John Dury from Asmuss Steel, Terry Bowden, and Joe Hansen from DJ Safety who took the time to explain that there will be 5000 lb load per chute once the laundry is dropped and 500 lb side load on the chute tubes if the laundry is dropped while the car is spinning - so there is a real

need to secure both chute tubes in the car securely. He has seen them being partly ripped out in the past. Dave said, "We will only run rear brakes so we don't run into the back of the toe car and rely almost entirely on the two chutes to slow the car to a manageable speed."

He went on to explain other features of the car "The front axle is sorted, it will be held in place with a bearing riding up and down inside a teflon lined cage. Two fully adjustable Spanx coil over shocks will give us about 25 mm of suspension with a canter-levered 2 to 1 rocker on top of each shock, we have the fire bottles sorted one for the pilot and one for the engine."

The crew will be Pam Alexander, Dave Best, Mike Coyle and Robbie Oswald with maybe a few others by the time they are ready to race. We text Pam asking her if she will have a drive and she replied with "R U Mad!" I guess not.

Dave continues, "Our class will be F/ Lakester which is 2.016-3.014 litres. There are four classes in this category, the current records are blown fuel lakester at 262mph, unblown fuel lakester at 223 mph, blown gas lakester at 246mph and unblown gas lakester at 229mph record. When you do the sums and add 1200hp to a body that resembles a plane fuselage without wings these records seem very achievable.

I know, it's not actually that simple but I've learnt from my Bonneville and Gairdner experience it's a lot more achievable if you get the right people around you and all these guys are outstanding.

Oh and the other important thing is you have to keep your eyes open. Sit down hold on and pucker up." Dave concludes.

Big Knob Racing has offered Dave a drive in their roadster at Lake Gairdner early March 2014. At 200+ mph, Big Knob Racing team thinks it would be a good step up for Dave on his way to 300 mph.

The new car will be ready in 2015 if Dave and Pam get a couple of sponsors. If you think you can help them out, we'll be happy to pass details onto them.

Keep an eye out for these guys, Dave and Pam Alexander, if they say they can do it, you can believe it! We'll keep you posted.

See you on the salt, Norm Hardinge.

Buy, Swap and Sell



It is a **4/71 GM blower** with a weiland front cover and a rare weiland 4/71 to suit small block chev. The only thing with blower is it needs a front drive gear hat is all. \$3,000, contact Norm on 0425700954.

My retirement is official – my caravan & annex set-up is for sale - 16' on-site van, fixed shaded annex , aircon, good sized fridge, sleeps 2 comfortably - includes bedding/kitchenware etc. Great condition – WIWO– all you need is food, beverages & clothes. \$1750 ONO

Contact Cled, president DLRA, for further info
0419581 854 - 03 54433432

**1997 Thunderbird (Underbird)
NASCAR \$32,000**



357 Ford Dry Sump Engine
Alloy C3 cyclinder heads
700hp and 500Ft lbs & 9.5 to 1
4 speed Jericho gearbox close ratio, low miles Recent resto and painted in Alan Kulwicki/Hooters livery One of the best looking NASCAR stock cars in Australia Built in Australia by Tom Smith for Terry Wyhoon Spares package available. Can be driven at club level, or in many catagories throughtout Australia. \$32,000 turn key car. Email: koolkars@bigpond.com

Buy, Swap and Sell Cont'd



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He is a real opportunity to purchase an award winning Show Car / Hot Rod which has been built using only the very best components available with a fit out and finish you will find hard to beat anywhere in Australia or overseas.

This package includes a purpose built fully sealed and secure car trailer, a serious F250 Dual Cab tow vehicle set up especially to tow this outfit. With the addition of LPG fuel and the normal fuel tanks this work horse can travel for hundreds of kilometres without the need for refuelling, travel in style with plenty of horsepower and stopping power.

This 1934 – 3 window coupe is powered by a GEN 3 5.7lt V8 Engine with a Harrop fuel injection system coupled to a full electronic automatic transmission, this transmission is powered by its own independent ECU to allow infinite adjustment of the

transmission settings. The final drive is the tried and tested Ford 9" with 3.5:1 final drive ratio.

With the addition of the after market fuel injection system and the full compliment of billet components this engine bay is the envy of many a contender for the top engine bay trophies.

Looking inside to the lush full custom leather interior made from imported skins the interior truly is a work of art, the chosen upholsterer has set a very high standard of workmanship to challenge even the best hotrods displayed anywhere in the world, he`s a true craftsman.

Accented by the Dakota digital dash and collapsible Ididit steering column and lokar shifter and a very impressive sound system the quality of this interior presents better than any new vehicle.

From the beautiful exterior with its special Porsche Carbon Grey Metallic paintwork to the undercarriage which has won many prizes for its detail and polished components this vehicle leaves nothing to the imagination. With a current replacement value well over \$200k this vehicle represents the best value to its new owner as you could never replace this vehicle for the asking price. (Also note it`s a fully complianced 4 seater with the addition of a pop out dicky seat)

The current owner has several projects on the go and a very tuff decision had to be made to sell off this entire show package. (He may separate ?)

The asking price for the entire package is \$135k which represents the best value of any vehicle / muscle car / hot rod currently listed on the market anywhere in Australia.

This vehicle along with its tow package will pass any test or inspection and you can be put in direct contact with the coupes builder to confirm its quality and full build history.



DLRA member from the USA Doug Odom has this Austin Healey Sprite for sale at \$25,000.00.

For Sale.....Record holding Modified Sports Salt flats race car. 1959 Austin Healey Sprite body with aerodynamic front end.

Full jig built frame made with 2' X 3" .120 wall steel.

Roll cage 1.75" .120 wall tubing. 128" wheelbase.

Full floating NASCAR Ford 9" Rear end with Rear disc brakes.

Race proven Turbo-Hydro 350 transmission.

Goodyear and M&H land speed racing tires.

Firestone Air springs front and rear suspension with leaf spring on rear.

12 Gal. Fuel cell. 20 Gal. water tank.

Full gauges and Parachute.

Ready to race with B class 400 CID Chevy race engine. Will sell car less engine.

This car has set records at Bonneville, Lake Gairdner, El Mirage and Muroc Dry Lake.

This car holds the two fastest Modified Sports records at Lake Gairdner with both drivers in the 200 MPH club.

This car will break the B/GMS record and be over 200 MPH at Lake Gairdner.

Interested enquirers can contact Doug through Gail Phillips, her email address is:

fastdrv@att.net

Lazy Afternoon

What better way to spend a lazy afternoon than watching some of the best Salt Lake Racing footage available by watching Kick Ass Factory's new DVD or flicking through Peter Vincent's new book that covers two decades of salt photography. Ring Vicki to order 0425 734 078.

SpeedWeek 2014 Proposed Dates

SPEEDWEEK 2014 ... The dates are from Friday the 28th of February until Friday the 7th of March, this is a week later than the Ballarat Swap Meet which is the 22nd 23rd of February. The reason why we are saying from Friday to Friday is so that we can get the track prepared, scrutineering done and the AGM all out of the way before Monday morning so that racing can start on time. The AGM is proposed to be held on the Sunday night.

Minutes of Committee Meeting 2nd December 2013

Meeting opened 7.40pm at the Hadfield's residence

In attendance

Cled Davies, Norm Bradshaw, Carol Hadfield, Rod Hadfield, Rob Carroll, Steve Charlton, Greg Telford, Norm Golgerth, Greg Wapling

Apologies

Greg Watters, Kim Krebs, Lionel West, Mark Dunn, Eric Norton

Minutes from Previous Committee Meeting

Accepted as read Moved: Rob Carroll, Seconded: Rod Hadfield

Action Items from last Committee Meeting

- Cled or Carol to ring Joy Newton to arrange mid-morning meeting – Speak to Len about use of excavator
- Greg to obtain quote for Survey of Treatment Plant – Quote received from Vic supplier seeking second quote from SA supplier.
- Greg to obtain permit from Dept of Health for installation of Treatment plant – need soil report
- Greg & Carol finalise loan letter
- Vicki to distribute letter via email
- Carol to mail out letter to those without email – No chance yet.
- Carol send application to DEWNR with cheques for lease and bond
- Carol to let Mt. Ive officially know dates
- Rob details of audit of assets – Will deal with it as we can
- Carol obtain Insurance quotes (3)

Finances:

Balance at Bank –

- Working account \$ 25,674.56
 - Cheques for \$6500.00 sent to DEWNR not yet presented
 - Entries not yet deposited \$ 750.00
 - Try Booking deposit for \$571.71 not yet shown on statement
- Loan & Donation Account \$ 24,369.52
 - Loans & Donations not yet processed \$ 2,000.00 (received today)
- Petty Cash \$ 410.06

Correspondence In:

1. Various emails regarding the meeting to be held in Port Augusta on the 21st
2. Quote from G & C. Communications and Trevor Becks response and recommendations
3. Quote from Cowden Insurance to cover timing equipment and merchandise \$2,699.00. (quote from Wesfarmers was \$1190.00)
4. Quote from Quickshade
5. Minutes from meeting held 21st S.A..
6. Emails from member Stephen Clode with recommendations of how the wastewater plant must be treated.
7. Email from member 1171 Arthur deMain requesting use of number 746 for his vehicle and offering to donate the equipment to connect the septic system to a permanent plug outlet.
8. Overwhelming responses to the loan email November
9. Letter of outcomes of meeting from SA Premiers Dept.

Correspondence Out:

1. Application for Speedweek 2014 sent to DEWNR with cheques for \$3500.00 hire of lake and \$3,000.00 bond.
2. Letter sent to Eric Smith re: Chief Timer position.

3. Emails to Scott Lewis re: aerial photos of Lake Gairdner and acceptance of his medical services for Speedweek 2014.
4. Letter sent out requesting loans from members, only sent to those with current email addresses at this stage.
5. Email to Cowden's Insurance re: quote for Insurance Policy to cover timing equipment and merchandise.
6. Volunteer and Indemnity Insurance documents sent to Bob Ellis

General Discussion:

1. Loan pledges
The loans pledged to the club have been overwhelming and very heartening to see so many members who are willing to help the club out in its time of need. There was discussion as to when we stop accepting pledges and it was generally felt that the amount of pledges would start to decrease soon. We had certainly reached the amount we had targeted but until we had the 2 new major projects in place and signed off that we would not know exactly when we could start paying the money back. At some stage in the future all members who have participated in the scheme will receive a certificate of appreciation. All monies have been placed in a separate account and will become a reportable item in future Financial statements.
2. Meeting at Port Augusta
Just received a letter from AA&R and minutes of the meeting with outcomes from the consultation and the proposed conditions.
ACTION: Cled to write to Anna Russo at AA&R to request to attend the first Co-Management Board meeting on the 11th Dec
Greg presented the new 2014 Operational Plan which will be used as the Code of Conduct for the permit for our event and it was unanimously received. Changes to the MoU were discussed and the new version unanimously approved.
ACTION: Carol to type up new 2014 MoU
3. Wastewater Plant and working bee – the response to attend the working bee has been poor. More people would make it easier for everybody. Another call to be put out for volunteers.
Thanks to Scott and we accept any services he cares to offer.
4. Communications
Quote received from G&C Communications and this was unanimously accepted.
Next step is to apply for the licences, Norm to speak to Trevor about helping us with this.
5. Operational Plan
From the meeting in Port Augusta the issue of a Code of Conduct for the DLRA to operate Speed Week under was raised. After reviewing the 2005 Operations Plan there was consensus that the Operational Plan could be

used as the Code of Conduct. However it would require an update and include all the new conditions as outlined at the meeting. This update was done by Greg Wapling and included new diagrams for the track layout, pit layout, start line layout and vehicle wheel loadings.

6. Chief Timer position – Paul Lynch has offered to take on the role. However he does not want to spend every day out at the timers' caravan. Eric Smith has also reconsidered and is happy to play a role with the timing.
7. Asset Register – Trevor Beck and Rob Carroll did put together a list of assets some time ago and they are working through this again at the moment. Rob will try and check off as many items as he can at the Working Bee. A suggestion for dates of purchase and costs to be included would take considerably more time as many years of records would have to be reviewed to obtain this information.
8. Insurance
After receiving the quote from Cowden Insurance, and there being no discernable difference between the two covers offered, it was decided to go with the cheaper quote from Westfarmers
9. Purchase of Shade shelters – Cled presented a quote from Quickshade. These were for a style of shade that had a peaked roof. The committee very strongly wants to purchase the same shades as that purchased for technical inspection featuring a flat roof design. Bunnings has a 6m x 3m slightly domed top shade for \$500 each. Much cheaper.
ACTION: Cled to inspect the Bunnings Shades
10. Chemical Toilets - Campers at the Saltbush camp need to be made aware that they will not be able to dump their waste into the new treatment plant as the chemicals in these toilets kills the bacteria used to clean the wastewater in the treatment plant.
11. Use of another member's number on a Vehicle – The number is of special significance to the applicant.
ACTION: Carol to write a letter to member 746 asking her for permission for another member to use her number explaining why the member wants to use this number. As stated in the Rules, anytime she wishes to use her number on a completion vehicle the permission is withdrawn.
ACTION: Carol to follow up with Arthur about the permanent plug outlet

Meeting closed 10.00pm

Next Committee meeting - TBA

Next General Meeting - Sunday 19th January 2014

Minutes of General Meeting 19th January 2014

D.L.R.A. MEETING

HELD AT

White Rose Reception
725 High Street, Thornbury Vic
19th January, 2014

Meeting Opened: 11.30am

Welcome members and visitors

APOLOGIES: Mark Dunn, Robert Miller, Ian Glover, John Moss, Kim Krebs, Dennis Campbell, Bob Ellis, Norm Hardinge, Vicki Howard, Angelina Aston, Deb Dawson, Ray Charlton, Daryl Chalmers, Kevin Saville, Tom Carroll.

Moved: Gary Satara, Seconded: Steve Charlton

MINUTES OF PREVIOUS MEETING :

General Business from meeting read out.

MOVED BY: Norm Bradshaw, Seconded Craig Robertson

BUSINESS ARISING FROM MINUTES:

Meeting at Port Augusta and outcomes

Wastewater Management

Communications

Trybooking

Artwork for T Shirts etc.

There will be both white and black T shirts this year

CORRESPONDENCE IN:

1. Pictures and information from Colin Clare re Scrutineering tents they have made.
2. Email from Peter Leikvold offering his services as Chief Starter.
3. Minutes of Meeting of Qld members – requested to be read out.
4. Email from Bob Ellis with some points to be read out at the meeting:

Moved that the correspondence be accepted; Rod Hadfield,
Seconded Greg Butler

CORRESPONDENCE OUT:

Nothing since the last committee meeting.

REPORTS:

Minutes of Queensland meeting

MEETING –

QLD MEMBERS OF DLRA

DATE 12/01/14

VENUE Ross Browns Premises, 44 (East) Milsom St,
Coorparoo, Brisbane

MEETING OPENED 11.30 AM

APOLOGIES Denis Carroll, Paul Lynch.

PRESENT John Taylor (visitor), Warren Afflick (visitor), David Buxton (visitor) Dennis Campbell, Bob Ellis, Chris Hanlon, Ross Brown, Jon Bennett, Stephen Bridge, Michael Riddell, Matthew Saunders, John Flintoft, Eddie Sharouni, Mitch Afflick, Mark Clifford, J-P Afflick, Peter Hulbert, J Williams, Dave Bushton, Peter Bowen, Leigh Russell.

SPEEDWEEK

Chief Timer: Paul Lynch has put his hand up to take on the role of Chief Timer. He has obtained a host of information on its capabilities and is reviewing the documentation of the system. Paul is requesting a copy of the database to develop time slips and assess other functionality. Paul is also requesting that two of the track timing lights and processors be provided to him to set up the equipment to develop an understanding of its configuration and operation in preparation for speed week. He will also document the set up for future reference. Dennis Campbell has offered to assist.

The bike fraternity has undertaken to use the DLRA's old cable timing system on the short track. Jon Bennett has offered to set up the timing equipment. It is proposed to capture times and speed between the 1 ¾ to 2 mile and the 1 ¾ and 2 ¾ mile. The current speed limits of 150 mph for cars and 175 mph for bikes will remain. The short course will then be able to recognise class records.

Toilets: We have been informed that the DLRA has negotiated with contractors to pump out the portable toilets and dispose of the effluent in accordance with South Australia's new regulations Grading of the Track and return roads: Colin Claire has advised that his team are building a second scraper to assist with track grading. Therefore there is a need for two reliable tractors to do the grading. Course Marking: Dennis Campbell has provided 14 Exit signs (3 metres by 900mm). Cled Davies stated at the previous GM he would supply the 25 mm PVC tubing to mount the exit signs. i.e. 42 x 1.2 meter lengths that is required. Matthew Maude formally of Performance Metals has personally funded 40 x 5 meter orange Bali flags for return road marking. He has also donated 50 lengths of aluminium tubing for the Bali flags. Colin Clair has access to additional Bali Flags and will provide them for the Short track. Shade tents: Performance Metals had an organisational reshuffle and sacked all of its employees and subsequently withdrawn its sponsorship for shade tents for the start lines. On line Booking system: Members were advised of the new online booking system and that access is via the DLRA website Forum under the Australian Event News>On Line Booking System Speed Week

Condition of Lake Gairdner: No information has been posted as

to the lakes condition at this stage Race Director: The position will be shared between Animal and Chris Hanlon Motor Cycle Impound: Ross Brown proposed to implement a trial impound for bikes that have broken a record. Those bikes are required to present their bike to Impound within 30 minutes of completing their record run. Impound will do a fuel analysis check and check the bike for conformance to its class. In the event of a protest; Engine size will be measured at the end of Speed week. Members will be required to strip the engine sufficiently to measure its volume. It is recommended that bikes make provisions for engine sealing.

ANNUAL GENERAL MEETING: The AGM is scheduled for 5.30 pm SA time in the pits after the Drivers meeting. We have been informed that:
Norm Bradshaw will stand for President
Mike Brixton will stand for Vice President
Bob Ellis will stand for Vice President
Stephen Bridge (Chartered Accountant) will stand for Treasurer

Notice of Motion: Queensland members have submitted a Notice of Motion that:

“The Annual Fees and Subscriptions be increased to \$100 per annum”

as required in accordance with the DLRA Constitution Sect 6 Paragraph 1.

Annual Financial Report: The Queensland members of the DLRA request that an Annual Financial Report for the period 01/01/13 to 31/12/13, be prepared and presented at the AGM. As a minimum, the report should contain:

* a “Trial Balance” of the financial books and

* a “Profit and Loss Statement” for the 2013 Speed Week

Voting at the AGM: Queensland members request that only Financial DLRA Members may vote on any business at the AGM. There needs to be some verification of who is Financial (maybe issue a coloured card to financial members who would be required to raise the card to register their vote.)

Signed
Dennis Campbell
DLRA Queensland Representative

Report from Bob Ellis

Please put in my apologies for the meeting on Sunday 19th Jan, I will be unable to attend. Spoken to Greg a few times in the last few weeks, seems that things are happening at a steady pace, I am still disappointed in the lack of information getting out to the membership. (I do receive countless calls asking what is happening).

I have had some enquiries regarding using the “short track” on the Sunday. PLEASE MAKE IT KNOWN AT THE MEETING THAT NO-ONE CAN USE EITHER TRACK UNTIL MONDAY! This is because there is NO fire & rescue or ambulance in attendance! I have organised the DLRA 2014 helmet decals (x300), these are same as last year and will be either green or blue (Left it up to my printer, whatever colour he has in stock) We now have the facility for fuel checking (purely checking D.C.-Dielectric Constant), we will only check if there is a reason to believe someone is cheating. Mainly in the production classes.

I also have sonic testing equipment; this will be used in tech if we believe a tube / tubes are undersized. John Dent (#253) has asked me if him supplying and using his tilt tray counts as volunteering. I have said yes, and Greg has agreed. It is a valuable resource. (Carol Dent wants to help with the merchandise also) Got a call from Trev Slaughter last week, asking about running first up each day, I put that onto Greg! Ben Slaughter rang me today, inviting me to their team launch on 8th Feb.

Bob Ellis

DLRA Chief Car Inspector

FINANCIAL REPORT:

Balance at Bank:

Working Account \$25,084.16

Loans & Donation Account \$25,938.44

Petty Cash \$8.29 \$500.00 advance has been approved from Committee.

An amount of money was deposited into the Loans and donations account with no name or DLRA number to identify who it was from, if anyone has paid into the bank account and not received a receipt from me please show me a copy of your bank transfer and If it is the correct deposit I will put your name against it.

A reminder to those who haven't yet paid their Annual Subs, they were due on the 1st of January and will need to be paid before you are able to race at Speed Week or vote at this meeting.

Due to the clubs lack of funds the Treasurer has not been paid her honorarium. She is happy to postpone this until after Speed Week.

Moved that the financial report be accepted by Carol Hadfield
Seconded: Steve Charlton Full details attached to minutes.

GENERAL BUSINESS:

Meetings and Port Augusta and Wudinna

Wastewater Management and Toilet pumping arrangements for Speed Week.

Communications

Timing Slips

Queensland Minutes – Comments from the floor

The local time for the General Meeting will be 6.00pm

We could still use the GPS units for the short track as a backup

The short track is only 3 miles long total and there is no room for any extension as the salt gets soft and the run off would be uncomfortably close to the shore. Suggested that traps be located at the 1 mile, 1¼ and 2 mile.

The Secretary/Treasurer position has always been a joint position; it will be difficult to separate without creating duplicate effort. Need Stephen to detail exactly what it is he wants to do.

Concerns from Queensland that the positions need to be separate to for purposes of audit and accountability.

It is understood that the Tax Office is looking closer at Sporting Clubs; we need to ensure that we don't find ourselves with a large GST bill.

Maybe Stephen could be our auditor rather than treasurer.

The rules of the constitution does not require the statements detailed if the gross assets of the organisation are under \$500,000

Bob's Letter – Regards no one running on the track prior to Monday morning. Steve had given an undertaking to Andy Jenkins in 2013 that he would be able to make a shakedown run on the Sunday afternoon. This will not be at full speed and can be considered a test run for the track preparation. Andy is member number 2 and has had a number of issues with his new car, we all want to see him have a good Speed Week.

Contact from Mark Dunn regarding the Dave Dooley Disc that was donated by the Dooley family and was to be a perpetual trophy which has been missing for a number of years, Mark is anxious to get this back to have it engraved and presented to the appropriate recipients.

Discussion on Pre-stage: It was voted some months back at a Committee Meeting to do away with Pre-stage but there is still some concern about this. Mainly related to teams lining up without adequate shade and water, and not lining up in order so that the starters can manage the queue properly. There will be a fence or witches hats to define the 2 rows of the queue.

There will be additional toilets at the start line. There will be additional shade shelters at the start line. But it remains the obligation of each competitor to provide themselves with their own shade and drink. If queuing at the start line on the Monday is deemed to not be a safer, better option the Event Director can return to using a Pre-Stage at the pits.

The track layout will be modified slightly this year. The pits will be placed closer to the track. It has been 600 metres and this year will be reduced to 400 metres. The pits will also be angled slightly away from the track so that the further a vehicle goes down the track, the higher the speed and the greater the buffer. Spotters -A suggestion was raised at Committee level that to have a couple of spotters available to try and clear the track

quicker than the present system where the fire vehicles follow each vehicle the full length of the track.

Greg Butler has had some great new DLRA stickers made up, they are available for just \$3 each.

Photos of the new Technical Inspection structures that Colin Clare and his team have built were on display. A vote of thanks for Colin and his team.

We are always looking for items for the charity auction held on the Wednesday night of Speed Week, all donations gratefully accepted. There are already some donations delivered that will be hot items on the night.

We have 107 entries so far. .

Thanks to Gary Satara for arranging transport for the timing gear. Thanks to Cled, Dennis and Mark for making the new return road markers. Trevor Beck won't be able to set up the repeater between the private channels and UHF. For this year we will have an operator manually repeating the results to the UHF channels. We will be right for next year.

The Registration caravan and the Technical Inspection structures will be re-aligned this year to allow for a designated meeting area. Doc has requested to be able to set up his own merchandise area in the pits, considering everything Doc has done for the club this was approved unanimously.

4 large Eskys have been purchased and will be located at start lines, timing van, and registration

/ inspection area. They will be filled with bottled water each day for the exclusive use of DLRA officials only.

Vehicle numbering and class display Due to the poor response to the use of an alphabetical suffix to identify vehicles being used in 2 different classes, we have moved to a very similar system used by the SCTA. That is where when a vehicle competes in another class it must be identified by a unique number as shown on the entry form. The easiest way to do this is add a "9" to the vehicle number. Also there is no longer a requirement to display the driver's/rider's number, unless it is different (ie additional rider / driver) to the number on the vehicle.

Class details must always be displayed on the vehicle and these will be checked at inspection to confirm they are the same as what is on your entry form.

These examples are the minimum requirements;

These examples are the minimum requirements;

C/GMR 226

C/FMR 9226

441 APS/BF 50

9441 APS/B 50

It is optional to display a driver's/rider's name.

Any problems with determining your class or the new numbering system can be referred to a Category Representative or Scrutineer.

Meeting Closed: 2.50pm

Next General Meeting 2nd March 2014 to be followed by the

DLRA Financial Report January 2014

Income		Expenses	
Balance Carried forward 15.10.2013	\$ 1,973.18	Merchandise Purchases	\$ 6,916.25
New Memberships	\$ 1,600.00	Printing, Stationery, Postage	\$ 802.65
Annual Subs	\$ 3,575.00	Consultants Fees- Soil samples	\$ 495.00
Sale of Merchandise	\$ 1,430.00	Hire of Lake Gairdner	\$ 3,500.00
Camping Fees	\$ 1,805.00	Bond on Lake Gairdner	\$ 3,000.00
Raffle and Auction payment	\$ 182.50	Insurances	\$ 3,646.00
Bank Interest	\$ 450.48	Meeting Expenses - White Rose Receptions	\$ 400.00
Lake Entry Fees	\$ 625.00	Travelling - NSW & Qld. Delegates to Orit meeting	\$ 849.50
Donations to Club	\$ 4,050.00	Travelling - Port Augusta & Wudinna meetings	\$ 2,403.03
Loans to Club	\$ 31,550.00	Fuel - Working Bee	\$ 856.38
Entries	\$ 34,675.00	Petty Cash	\$ 500.00
Sponsorship - Mastec	\$ 2,000.00	Diesel Fuel for event	\$ 642.60
Sponsorship - Doolans Heavy Haulage	\$ 150.00	CFS - Hire of Appliance for Speedweek	\$ 1,100.00
Term Deposit maturity	\$ 20,000.00	60 Cranes Bottled water for event	\$ 1,200.00
		Purchase of Communications equipment	\$ 14,293.00
		Purchase of Wastewater Treatment Plant	\$ 11,660.00
		Purchase of 10 x Tables	\$ 299.00
		Trybooking fees	\$ 197.85
		Bank Fees	\$ 282.30
		Balance at Bank as at 18.01.14 Working Account	\$ 25,084.16
		Balance at Bank as at 18.01.14 Loan & Donation Account	\$ 25,938.44
	\$ 104,066.16		\$ 104,066.16
		Outstanding Cheques	
		DEWNR \$6,500.00	
		CFS \$1,100.00	
		Asian Campers \$ 180.54	
		Bottled Water \$1,200.00	
			\$8,980.54

- Carol – find receipts for purchase of Chem-Loo toilets purchased by the club over the years – done.
- Email Arthur Demain regarding electrical work for wastewater plant. – see him at Speed Week

Finances:

Balance at Bank –

- Working account \$38,998.22
Cheques for \$6500.00 sent to DEWNR not yet presented
- Loans & Donations Account \$ 26,460.85
- Petty Cash \$ 208.22

Correspondence In:

- Notice of Motion for AGM from Cled Davies
- Letter from Bury Plumbing, Port Augusta confirming availability to provide pumping service during Speed Week at \$1650.00 per pump out.
- Email from Paul Lynch regarding Timing Gear, asked about spares and if there was a list of what the timing system consists of.
- Email from Russell Branson with a budget on what the expenditure for Fire & Rescue for Speed Week. This totals around \$7,500, or about \$55 per entrant.
- MOU – Andrew Beckworth
- Permit from Lake Gairdner Co-Management Board.
- Emails from Michael Brixton re bins for timing equipment.
- Email from Gavin Murphy (Police, Bairsdale) from Benambra re Lake Omeo. The lake is now dry and he was asking if we had considered running an event in 2014.
- ACTION: Cled to let them know of our intentions**
- Phone call from Leigh Russell requesting a permit to use his unregistered Suzuki on lake.
- Email from John Ogilvie and two others are available to do the ablution blocks at DLRA campsite and will bring materials to upgrade the entrance steps in both blocks.
- Email regarding fire at Greg Watters property and the loss of the old timing equipment.

Correspondence Out:

- Bury Plumbing re: toilet waste disposal
- Email to Paul from Carol about timing equipment list.

General Discussion:

1. With the demise of the old timing equipment that was destroyed in the fire at Greg Watters farm, the short track with revert back to using the GPS for this year. The committee are already looking at costs associated with introducing a second wireless timing system for the short track.
ACTION: Greg to contact Paul about requirements and how they could be met.
ACTION: Greg to contact Arron at event timing to get a quote

Minutes of Committee Meeting 10th February 2014

Meeting opened 7.30pm at the Hadfield's residence

In attendance

Cled Davies, , Greg Wapling, Rob Carroll, Greg Telford, Steve Charlton, Carol and Rod Hadfield, Norm Bradshaw, Eric Norton

Apologies

Norm Golgerth, Greg Watters, Kim Krebs, Lionel West, Mark Dunn

Minutes from Previous Committee Meeting

Accepted as read Moved: Cled, Seconded: Rob

Action Items from last Committee Meeting

- New MOU – received with significant changes
- Rob Carroll to let Garry Brennan know that 5 metre flags will be too high, 2.5 metres ample – Done
- Greg – purchase of eskys and shovels - Done.
- Norm – Service to generator, new battery and lifting lugs for transporting
- Carol – to present Balance Sheet and Profit & loss Statements for AGM – visiting accountant in Ballarat of 13th February

2. MOU
There are some questions the committee would like cleared up before we commit to signing the MOU returned to us by Andrew Beckworth.
Question was asked, do the traditional owners require permission to travel through Mt. Ive leased land?
Costs – a reference to costs being borne by the DLRA for the traditional owner monitors has been included again after the DLRA asked for it to be removed.
The committee is confused as to who it is that we are responsible to and who we are making the MoU with.
ACTION: Greg to draft a letter to Andrew and Dept. of Aboriginal Affairs.
3. Generator – Norm has fitted new filters to the new generator and given it a service and supplied replacement filters for the next service. Also he has arranged for some minor panel beating and new paint. Just like a new one! A vote of thanks from the committee for all that Norm has done.
4. Rob Carroll asked Carol to check back through the invoices to determine how many portable toilets we had purchased over the years. Turns out there was 2 old toilets we inherited when the club bought the camp from Roscoe and then another 7 that we bought around 2000. This tallies with what was at the camp.
5. Our new Chief Timer, Paul Lynch has begun to map out what improvements he would like to see introduced. We will be asking Paul to produce a report after Speed Week this year and to also include a list of any equipment damaged or in need of repair or replacement.
ACTION: Greg to contact Paul
6. Thanks to Michael Brixton for replacing the modified bins for the timing system that were destroyed last year. He has even given us some spares; let's hope they never get used.
7. Several members were concerned about the availability of our emergency crew for Speed Week 2014 considering they are also CFS members. This was discussed with Russell several years ago and is no longer a problem as all members have approved leave and the vehicles we they are now rented and not CFS vehicles.
8. Carol requested \$500 for petty cash. Moved Cled, seconded Steve.
9. In response to Leigh's request, the issue of obtaining conditional or temporary registration for vehicles during Speed Week was raised as there are a number of vehicles used by officials and as push cars.
ACTION: Cled to talk to Plucka
ACTION: Cled to talk to Leigh, at this stage he will have to organise something himself.
10. Armbands are here, with each arm band having their use printed on them to reduce confusion.
11. Inspected Stickers done
12. 2014 T Shirts and posters done
13. 2014 Tin signs ordered
14. Have new rule books printed.
15. Draft Event Program submitted for comment.
16. Information bulletins on the forum and Facebook page have been well accepted, will continue with this format in the lead up to the event
17. Eric suggested the Club needed to have a procedure documented if an incident occurred during Speed Week. This has been discussed before and David Pluckhan provided details of what was required under South Australian law. But we need to get this documented.
ACTION: Cled to contact Plucka
18. Eric suggested that we need to have a list for drivers to sign at the drivers meeting so that we had proof that entrants had been at the meeting. This document would be required in the event of an incident investigation.
19. Eric put forward the idea of an information night for potential competitors and offered the use of his factory which has seating for up to 80 people. Discussion around a date. Will likely happen around May.
20. Arthur had sent another email offering his services for the new Wastewater Treatment Plant; we don't think he got the message that it was not installed yet.
ACTION: Carol to send an email.
21. 134 Entries so far, with 36 of those being online entries. The online entry system has been deemed to be a great success and in the future entrants will be encouraged to use it. Also looking at how we can use it for annual payments as well.

Meeting closed 10.30pm

Next Committee meeting – Monday 8th April 2014

Next General Meeting - Sunday 2nd March 2014

Annual General Meeting - Sunday 2nd March 6:00pm at Lake Gairdner



