

SPEED TIMES

Issue 62 - July 2018

THE OFFICIAL NEWSLETTER OF THE DLRA

FROM THE CHAIR

Well Speed Week is almost a distant memory now, but the committee are busy making the 2019 Speed Week, bigger, better, and safer.

We have now purchased our own tractor thanks to Scott Lewis and Craig Jerico, very similar to the one we have been using, but in a lot better condition and now we can fit it out with all the gear we need. We will have an additional weather station at the start line and are looking at ways that we can install one at the 4-mile. There is a new timing station for track 2 and for the first time, some spares should they be required. Some more club radios for officials, and better communication between the main stations.

One of the big changes will be moving from one pass records to the two-run average "Australian Records". All existing records will effectively roll over to become the minimum requirement for the new records. The main reason for wanting to do this is to put DLRA records closer to an even playing field with other countries records. To facilitate these new record runs, track 2 will now provide a measured mile of timing. And we will be introducing an impound where vehicles that have qualified for a record will be checked and garaged until they are ready to make their record attempt. There will be a conditional exemption for vehicles with multiple entrants to compete their record attempt in a timelier fashion.

There have been several submissions for new classes to be added. Those that were successful for bikes was the addition of a Trike class. For the cars, we now include classes for NASCAR styles from 1948 through to 2013, AUSCAR's from all years and Supercars from 1991 to current. All these cars will pretty much run as they are / were with some modifications to roll bars and other

safety equipment. They will run the same configuration and engines as they did in the day. There is potential to open-up more classes for circuit style competition vehicles in the future. See the new rulebook for more details.

We were approached by Ruedi Steck about running an FIA event in 2019. After some strong consideration it was decided to combine an FIA / FIM event in 2020, so this is the plan at the moment. As much as we all love it, it is a big commitment by DLRA officials and volunteers to do what they do at Speed Week and asking them to take an additional week of leave every year. It is I believe just a bit too much.

Another change for 2019 has to do with the DLRA complying with Australian and South Australian Worksafe rules and regulations in regard to chemical hazards, specifically the fuel that we all bring to Speed Week. It will be mandatory for each entrant to complete the Fuel Storage Register that will be part of the 2019 Speed Week entry form and attach Safety Data Sheets for each fuel type they have in their pits. Plus, each pit must be placarded with the fuel types used and stored in that pit. Lastly for all vehicles running anything other than pump gas, they must display standard danger signs on their vehicle. So, we are talking here about methanol, nitromethane, nitrous-oxide, diesel, avgas etc.

It sounds like a lot of work, but it's not really. And it will make it safer for everyone around you and provide our fire and rescue team with valuable information in the event of an incident.

Look for more information on this when entry forms become available.

Greg Wapling
DLRA President

DASH PLAQUES

Official DLRA Dash Plaques are available to all entrants who have made a pass on the lake. The plaques are made of aluminium, approximately 75 mm by 50 mm in size with the DLRA belly tank logo and will be engraved with your details. Sorry we will not sell blanks.

Download the order form, complete the details, and send it in. <http://www.dlra.org.au/timing-plaques.htm> Plaques are done in batches of 10, so out of season, it may take a while. Just \$30 including postage.



WORKING BEE

- The annual DLRA Working Bee for the DLRA
- Camp at Lake Gairdner will be held again on
- the Melbourne Cup weekend (Saturday 3rd
- November to Tuesday 6th November 2018).
- There is a standing invitation to all members
- and friends of the DLRA to help us make repairs,
- improvements, preparations for the next year. It's
- a great weekend away. Look for some details
- about exactly what work will be done in the next
- newsletter. As an incentive anyone who volunteers
- for the working bee will get their accommodation
- at the DLRA camp paid for in 2019.

Marlo originally penned this piece for the Bonneville Racing News, but with his permission, here it is for all to read.

Shipping a race car and support equipment 1/2 way around the world was a new venture in land speed racing for the Target550 team. The two containers with the race car and support equipment were picked up mid December 2017 in Aurora Oregon for shipping to Australia. Two months later Feb 22, 2018 we arrived Adelaide. Our shipping agent had moved them from the dock to a bonded warehouse for agriculture inspection. The seals were removed by us under supervision of the bonded warehouse and I was overwhelming to see everything was exactly as it left Oregon. My worst fears were unfounded, and I was mentally relieved that "NO DAMAGE" had occurred in shipping. The mandatory Australian agriculture inspection was complied with and we moved to the warehouse provided by our host who was a DLRA member who graciously allowed us use of a large warehouse. (thanks)

Adelaide South Australia is the most convenient port location for shipping up to Lake Gairdner. The city itself is absolutely wonderful. It is the cleanest city I have ever visited, and its rich history is well shared with multiple museums and a great public transportation system available. South Australia shares the climate of the dry side of the Hawaiian Islands with 2" of rain a year and moderate ocean breezes. We were able to walk the streets any time of the day or night and felt both comfortable and safe.

Our time in Adelaide was spent repacking the containers, outfitting the car and adding supplies for the time off the grid. Everything we needed was procured either in Adelaide or Fed Ex one day. There were items for the car that we were unable to ship but were ordered before we left and delivered to the warehouse, so we were able to bring the car up to compliance for the meet before we left town. Side loader trucks were available to haul 40' containers and that was arranged "thank you" by our warehouse owner.

This was the 28th annual Speed week for DLRA at Lake Gairdner. Australia's Bonneville. The lake is over 200 miles long and over 20 wide and could be even bigger as evaporation determines what is exposed. The area currently used for land speed events is just a small tip of the lake bed. I am told that the salt surface is so brilliant it can be easily identified from the space station.

The Aborigines have sacred ground along the edges and they control what happens on the lake. This was news to me. The DLRA respected the Aborigines and their culture. For Speed Week the Aborigines designated entrance to the lake had a booth set up and everyone signed in and got a "Lake pass" from them. No one came or went without showing that pass. After you had the lake pass you could get your DLRA pit pass.

Last, but not least, before going onto the lake, a leaf blower is used to blow the dust off the tires and wheel wells off every vehicle entering. The DLRA supplied a half a dozen of the blowers and the man-power as well. About 500 feet of composite mats were placed on the salt bed approaching the edge to drive on. You entered the lake on them and came off on them as well. The mats were there so you could use the supplied brooms to dust off the salt accumulation when leaving.

Household brooms was all that was needed to dust off the salt as what was on the tires and wheel wells was dry and all but fell off when you got onto the approach mats. This practice was done every day coming and going and by the end of the event, (230+ entries) there was no salt on the exit road after about 50 feet and no visible clay on the mats going out as well.

Since we were in Adelaide several weeks before the event we were privileged to go with the scrutineers who determine "if" the event would actually take place. (ten days before published dates, short notice). This is a very scenic drive from Adelaide to Mt Ive much like US 101 on the West coast here. The determination of "if we will run or not" is done by a member of DLRA. A simple but very effective test is done by driving a special metal stake into the salt about an inch with a very large mallet, pull it out, break the edges away and inspect the bottom of the hole. I was impressed with the density of the surface. The actual salt is very fine grain and extremely hard. After driving 20 miles one way and zig zagging 5 miles across while driving this steel test stake in every 1/2 mile he determined where the best courses would be located. Since a motorcycle FIM event following the DLRA speed week this inspector had to lay out an additional 15 miles for the FIM course as Speed Week's long and short courses and return roads were separate from the FIM event.

The lake is 38 kilometres from Mt Ive and Ive is the last facility providing any accommodation or services for visitors. (we spent the night there before returning to Adelaide) This has been an active sheep shearing camp for decades and visitors from all over the world are hosted year-round. Rainfall in the area is -2 inches per year and the temperatures are moderate. Mt Ive is completely self-sufficient as it is 80 miles from any services. They have electricity 24 hours a day, running hot water and Wi-Fi that works sometimes. There are spots for a dozen or more trailers or motor homes and 4 of them have power. The community showers, with hot water, bathrooms and dining hall are all first come first serve but, cleaned every day and very adequate for the number of guests.

The rental rooms are clean, and bedding is supplied. However, the last place to buy groceries, fuel or drinking water is Port Augusta, 120 miles back. The store at Mt Ive does have a supply of everyday items you may have forgotten, but when you travel up there it is what we would call "dry camping". If you need it, bring it, and when you leave take anything you brought with you. We had 6 rooms reserved and a spot with power for the rental motor home. Thanks again for the "heads up" from our host as early reservations should be done. The staff was very accommodating, and the camp kangaroos were entertaining as well.

Leaving Adelaide for the lake we followed the trucks with our containers up the main freeway to the lunch stop. The one mandatory stop for truckers is "Tin Man" close to Port Pirie. The truck stop reminded me of the "Little America" truck stop in Wyoming with lots of space in the parking lot and trucker size meals. This is about two hours or so out of Adelaide but the last place convenient for truck parking and a diner meal. From the "Tin Man" to the city of Iron Knob the next important place as it's turn off the pavement is another couple of hours. This is the

last place that has pavement, a post office or flush toilet but no food or fuel. It was a mining town that just was abandoned after the mine closed and the properties are full of treasures from the past. We did a short tour of the town and enjoyed imaging bringing some of the vehicles back to the states. (not an easy chore) The balance of the travel is rust coloured clay roads with kangaroos, emus, and some of the most colourful birds on the planet. It's considered "off road" and everyone traveling there is required to have a CB radio with "out back" transmitter. Our rental vehicles had emergency lights and a radio that was conveniently used for the race meet as well. (thanks again to our host who arranged the proper unit) An item that I would consider mandatory is a good GPS as the sun stays overhead for 1/2 of the day and the direction of travel is easily lost in the winding road.

After a full day of travel spent the night at Mt Ive and in the morning followed the container haulers out to Lake Gairdner. The road is somewhat rough and dusty, but the trucks are triple axles, so the containers ride well. Again, no problems with any of our equipment and my worst fears were put to rest. Exact placement of the containers allowed us to erect the shelter between the pair shade and a good work area was done.

A 14'x44' three-sided shelter with a generator providing power and a gas stove provided cooking. A great pit area for sure. But before the containers could be set on the salt, tarps had to be put under the trucks. At that time, we hauled out the tarps that would go under the containers and pit area as well. #8 sheet rock screws 1-1/2 inch long with washers were screwed into the salt with battery screw drivers and they held well all week long. At the end of the event we used the same screw drivers to remove the screws as you could not pull them out with a claw hammer. It is an unusual surface for sure.

The DLRA has memberships worldwide and the volunteers come from hundreds or thousands of miles. It was well organized, well run, and a very and impressive scrutineer and safety crew. Again, the apprehensions I had were put to rest. One of the first responders for the safety crew was trauma surgeon who was on staff for the "Flying Doctor". The flying doctor in Australia is similar to Life Flight here. They have airplanes and helicopters spread all over the country available on a moment's notice to respond to an emergency in the "out back". The fire and rescue crew were also professionals who volunteered the week to cover the DLRA speed week.

Our long-term photographer was unable to make the trip, so I had reached out via the web site to find one in Australia. Before the meet started I had three photographers approach me volunteering for the photos. Another issue that concerned me was a push truck. Again, I had choices and the nod when to a special built Dodge 4x4 high horsepower rig that had the correct ride height putting the push plate correctly on the car. (our Australia DLRA member host had us covered). Since we were providing food services for 10-12 people for up to 10 days we brought supplies for two weeks. Our problem of maintaining the frozen provisions was solved as every day the DLRA "ice man" showed up at 5:30pm with 30 pounds of ice for us. Our cook managed to provide the 300-350 meals cooking breakfast and dinner up at Mt Ive and the noon meal served in the canopy between the containers. We were

also allowed to have the surplus ice from the beer bar at Mt Ive. No food spoiled, again no problem never surfaced, it was just solved before it happened.

On the first trip to the starting line, and while our Australian photographer was standing by, I was approached by a gentleman who stated that he had an airplane there for the day and would be pleased to take a photographer up for some overhead shots. Wow, I introduced the photographer to the pilot and consequently overhead shots of the run were done. Both the pilot and the photographer were people I had never met nor seen before in my life. It could not have been scripted better. All of the fears I had about shipping and travel for the crew and the car were put to rest and I was both pleased and impressed as to what was available to and for us by DLRA they made every effort to make our stay there comfortable. Thanks a lot for the experience and friendships.

Now how did the event go for us. This was a first time ever effort to compete down there and the problems we had could not have been foreseen. Our crew gets great marks for doing the best they could. Murphy was in our camp and we did not have time to get him out. Our best run still had only one engine pulling at the lights and Les had to button it off. It was good enough for Fast Time for the Meet and the fastest time ever at a DLRA at Lake Gairdner. The surface was pristine, the organization was wonderful, the people assisted at every turn to make us both welcome and comfortable.

Now get the equipment packed and back to Oregon so it could be picked apart and repaired. We retraced our steps and had the ready to ship by the later part of March. After 36 days in South Australia it was time to come home.

The containers arrived back here in the middle of May and everything was in the same condition as it was when we closed the doors in Adelaide in March. Start to finish is a seven-month Endeavor. Land speed racing is all about numbers. I am not sure what my number is. I am sure I will continue to pursue the Target550 mission and if it is here at Bonneville, down under at Lake Gairdner or in Bolivia, at this time I cannot say. Marlo Treit

RULEBOOK

The 2019 rulebook should be available in August. It includes changes made from the SCTA rulebook as well as the new Australian Records and bike and car class

WANTED

- 50-60 Kw 240v Generator** - Our original and very faithful 240v generator that is used at the club camp is fast approaching the end of its useful life, so we are looking for a replacement. If anyone has some leads or ideas, contact Carol.
- Caravan** - We are looking for a 16-24-foot caravan or vendors van to be used at Technical Inspection / Impound. Just needs to be in reasonable condition, does not have to be fitted out. Don't make it too comfortable or we'll never get the buggers out of it. If anyone has some leads or ideas, contact Carol.

Thanks to our Sponsors

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DLRA CALENDAR

WHAT: General Meeting in Victoria

WHEN: Sunday 12th AUGUST 2018

WHERE: Northern Suburbs Hot Rod Club Rooms

25/196 Settlement Road, Thomastown

Meeting will start at 11 am sharp, should all be over by 3 pm. BBQ after, \$5 per head for sausages in bread, salads, and a soft drink

WHAT: Speed Week 2019

WHEN: Mon 4th March - Fri 8th March 2019

WHERE: Lake Gairdner, South Australia

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