

SPEED TIMES

Issue 65 - April 2019

THE OFFICIAL NEWSLETTER OF THE DLRA

President and Clerk of Course Report

The early-birds and those helping to set up for Speed Week 2019 really suffered with some extreme heat from the Thursday to the Sunday hovering around the 47°C mark and very warm nights. It was that hot and dry we had to order in extra bottled water and extra bulk water (the first time since 2004).

The salt surface was a little rough or fluffy as someone described it. If you were driving your competition vehicle you wouldn't want to deviate from the prepared surface. And even though it looked dry, there was moisture there as evidenced by the rooster tails on many vehicles and the tell-tale salt left on the vehicles.

Racing got under way on the Monday and we were all back in the groove, with a good number of runs being made in the morning session. All the Rookies were getting their first runs out of the way on Track 2. Just as we were getting under way for the afternoon session, some dark clouds came over the lake and a very light shower. Then all of a sudden, the timing gear started to malfunction, one after another. Proceedings were stopped whilst the timer investigated. What they found were three sets of blown wires from the lights to the cronoprinters (digital clocks) and the ports into the crono's blown as well! As

they were trying to diagnose why this had happened, Peter Noy contacted Bruce to say he saw a lightning bolt hit the salt and Peter was getting arcs of electricity when he was disconnecting the gear. Turns out that the salt is a very good conductor and the millivolts in the timing wires just enough to attract all that voltage. In 29 years of racing we have never experienced anything like this before.

Now we knew why, it was a matter of getting what we had left working again, so the tracks were reconfigured, no 2¼ mile beam on Track 2 and no 2¼ or 6 mile beam on Track 1. But at least we still could run two tracks. Track 2 did start again for a short time, but by now it was too late in the day for Track 1, so the plan was to reset for Tuesday.

Tuesday morning the timers were out early to get everything set up so that we could get a good start. At 6.00am another huge electrical storm came through, lots of thunder and lightning, so there was a mad rush to disconnect everything. One of the volunteers got a good shock and another reported the aerial on the timing gear trembling from the electricity in the air. Not wanting to lose any more equipment the plan was to



wait until the storm had well and truly passed, but this did not happen until almost midday. So, racing did not start again until the afternoon. This photo (Credit: Aiden Galt) was taken at 6.00am, when it was still dark, just at the start of the storm.

Once we were back racing, it became apparent to the Chief Inspectors that we did not have anywhere the number of volunteers to process the vehicles coming into Impound, so a compromise was devised, unfortunately the implementation of this compromise was miscommunicated, but we were soon back on track.

(The timing gear will shortly be going back to Switzerland for evaluation and possible repairs, fortunately the club has insurance that will cover for this. There are a couple of options for the wires, they could be replaced with new wires that have fibre optic ends that act like fusible links, or we could go wireless and there are some other benefits with this.)

Wednesday dawned much better weather-wise with a strong breeze from the South East for most of the day, but there was a full days racing and a reasonable number of runs made. The rescue crews noticed that runs were taking a little longer than normal and some entrants were having trouble with the turn outs on Track 1. For next year the exit signs will be moved further away from the turn out to give more notice and there will be more turn outs available. Some entrants had already started heading for home.

Thursday was our best day in terms of number of runs, but with a strong northerly it was hard work for the entrants to set any qualifying speeds, even though some still did. The pits were getting emptier now with only the hard core or qualifiers remaining.

Friday classically was the best day weather wise, not too hot and no breeze. The Friday was originally set aside for record back up runs and these entrants were the first off the line. But with time remaining until the official close the Race Director permitted some additional runs on

the proviso that if they qualified for a record, they may not be able to back it up. Racing finished at lunch time.

There were a number of new ideas introduced for 2019, some more obvious than others, a big thank you to Rod Drabsch for the work that he did with the signs, I'm sure everyone noticed the improvements here. Even though many can't get it through their heads that they need to drive SLOWLY on the mats.

Our new Fire Tanker was a big hit and fortunately did not get used all week, no problem there. Our new (old) tractor did a sterling job and with a few repairs will be even better next year and our leaky crane truck did many useful jobs throughout the week. It will become a worthy asset I'm sure.

The introduction of Australian Records and an Impound went well or not so well, depending on who you talk to. I was just so pleased that everyone got with the spirit of it and gave it a go and I think the number of records achieved are a good indication that there is still room to break many records in years to come. But I'm sure there are some aspects that we will not be able to achieve or prune back on.

I'd like to give my thanks to all those that contributed, big and small to help make Speed Week the event it is. Nothing makes me happier than when I repeatedly get told that we have the most organized and well-run event, I'm very proud of you all. We have something very special here and we cannot lose sight of that.

We now have a new fight on our hands with the announcement just two weeks after Speed Week of exploration mining to take place shortly at the other end of the lake. This is seen as a real and genuine threat to a place that we all love and respect and have been coming back to for 29 years. The damage that the mining industry makes is all too familiar to any land speed racer and the assurances given by these mining companies is definitely not to be believed or relied upon. Look for more information about this soon.

Day	Runs			Description
	Track 1	Track 2	Total	
Monday 04/03/2019				Track 1 opened 8.41am, track closed 5.56pm Track 2 opened 8.30am, closed 6.03pm A severe electrical storm closed both tracks from 2.02pm to 5.48pm on track 1 and 1.58pm to 4.17pm on track 2. Observations: Not Available
	54	79	133	
Tuesday 05/03/2019				Track 1 opened 1.29pm, track closed 6.09pm Track 2 opened 1.30m, closed 5.59pm Another severe electrical storm kept both tracks closed for the morning. Observations: Not Available.
	39	69	108	
Wednesday 06/03/2019				Track1 opened 8.26am, track closed 5.39pm Track 2 opened at 8.08am, closed at 5.57pm Temp: 22.4° to 25.1°, Humidity: 23% to 24%, Pressure: 1020.9 to 1021.8, Wind: 5.1 to 18.7kph, Dir: South East
	63	88	151	
Thursday 07/03/2019				Track 1 opened 8.02am, track closed 5.33pm Track 2 opened 8.13am, closed at 3.49pm Temp: 16.3° to 26.4°, Humidity: 15% to 60%, Pressure: 1017.3 to 1023.1, Wind: 4.3 to 14.5 kph, Dir: North , North East
	93	81	174	
Friday 08/03/2019				Track 1 opened 7.35am, track closed 12.09pm Track 2 did not open due to damaged timing equipment Temp: 21° to 31°, Humidity: 14% to 31%, Pressure: 1016 to 1019, Wind: 0 to 10.2kph, Dir: Variable.
	54	0	54	
Totals				
	303	317	620	

RECORDS

There were 39 records set at Speed Week 2019. Of these there were 21 Australian records broken and 18 new Australian records set.

300MPH CLUB

We want to recognize all those that have reached a very significant milestone in Land Speed Racing. To be eligible for the 300MPH Club the competitor must have exceeded 300MPH whilst setting a new record for their class. Each new 300MPH club member receives a specially embroidered "red hat" to signify their achievement.

There were no new entries for the 300-mph club this year. Jim Knapp did manage a 309.438 mph pass but under the new Australian Records was unable to back it up.

200MPH ACHIEVERS

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

#	Name	Speed	Class
1379	Gus Cooper	208.406	B/CGALT
476	Noel Heenan	205.644	AA/GL

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 to:

<http://www.dlra.org.au/timing-plaques.htm>

Plaques are done in batches of ten, so out of season, it may take a while. Just \$30.00 including postage.

200MPH CLUB

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

#	Name	Speed	Class
1559 (123)	Eva Hakansson	216.199	OMEGA SCS-O
1157	James Gun	207.015	E/BGC

TROPHIES

Land Speed Racing is not known for giving out trophies with most entrants happy to compete for just a time slip, but we would like to acknowledge some of our entrants for the efforts they made. And a big thanks to the trophy sponsors.

Pictures for these trophies are on page 4 and 5. Congratulations to these and all our participants for Speed Week 2019.



DLRA CALENDAR

WHAT: General Meeting in Victoria

WHEN: Sunday 19th May 2020

WHERE: Northern Suburbs Hot Rod Club Rooms, 25/196 Settlement Road, Thomastown

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

If you wish to get a pre-inspection your vehicle at this meeting, please contact Carol at 03 5472 4629 or secretary@dlra.org.au prior to 3rd Feb and after that Greg

WHAT: Speed Week 2020

WHEN: Monday 23rd March – Friday 27th March 2020

WHERE: Lake Gairdner, South Australia
See website for more details.

WHAT: FIA and FIM World Speed Trials

WHEN: Saturday 28th – Monday 30th March 2020

WHERE: Lake Gairdner, South Australia

TROPHIES



Best Presented Crew: Scott Lewis, Craig Jericho, Adam Jericho, Tyron Cummings (Medical Crew)
Sponsored by Blue Mountains Custom Metalcraft



Top Time of the Meet : Jim Knapp #1584
Sponsored by Jack Bros. Engineering



Best Presented Car: Kim deBrenni #138
Sponsored by Cambridge Motorsport



Fastest Woman : Eva Hakansson 123 (#1569)
Sponsored by Smick Books



Best Presented Motorcycle
Brian Fullard #915
Sponsored by Vincent Racing Team



GRAC Monitors Choice: Martin Gratton #1413
Sponsored by DLRA



Rangers Choice Peter Mounsey #1390
Sponsored by DLRA



Rookie of the Year - Andre Deubel #1582
Sponsored by DLRA



Race Directors Pick: Jim Knapp #1584
Sponsored by Bullet Supercharging



Fastest Ute or Pickup: Jeff Haley #1492
Sponsored by Stephen Bridge



Tidiest Pit Area: Ben Felton / Kevin Magee (Blind Speed)
Sponsored by DLRA



Presidents Choice - The Timers
- Bruce Willmott and Peter Hulbert,
Sponsored by DLRA
for the work they did in getting the timing system
back up and running after the two electrical storms

Speed Week 2019: - 04/03/2018 - 08/03/2018, Lake Gairdner

South Australia

Provisional Results of DLRA Speed Week, March 4th - March 8th 2019 - Bruce Willmott, DLRA Chief Timer.
Any application for amendments to these results must be made from here: <http://www.dlra.org.au/resultsamend.htm>.
Contact can also be made by email at record.certification@dlra.org.au

Provisional Results

The results are still provisional, because I still have to check that everyone did their volunteering.
This year there is a new column in the results, title "Record Average".
There were many entrants who for whatever reason only made one run for the week, they are shown in this column with a "-".
Then there are those that made two or more runs but either were not fast enough to make a backup run or their average was below the current record, they are show with an "n/a".

There are some entrants that have a speed shown in this column. But it is not in Red, this is for one of two reasons, another entrant exceeded their speed, or we

have no record of them having come to Impound. If this is you, please contact us to explain.

Lastly there are speeds shown highlighted in red, these are deemed to be new Australian records.

- Fastest Run, is the entrants fastest single run for the week.
- Record Average is the average of two runs where the entrant has gone to IMPOUND and then backed up his Speed.
- n/a means their qualifying run did not achieve a record speed or their average did not achieve a record speed
- indicates a single run only
- New Australian record speeds shown in RED.
- P.B. is the Personal Best speed for that entrant, in that class.
- Record Speeds shown in GREEN are the Current Australian Record (highest speed attained for that class from all previous years),
- or as OPEN if there has never been a vehicle register a speed for that class.
- Speeds shown to 3 decimal places, speeds are to be confirmed by Timer.

Speed Week 2019: - 04/03/2018 - 08/03/2018, Lake Gairdner South Australia

Entrant	Entry No.	Vehicle	Eng ine Class	Body Class	Mon 04/03/19	Tues 05/03/19	Weds 06/03/19	Thurs 07/03/19	Fri 08/03/19	Fastest Run	Record Average	Personal Best	Current Record
Graham Scott	71	Streamliner Grey	G	GS	139.120	156.624	148.325	148.154	150.038	150.038	n/a	162.999	162.999
Phil Cvirm	135	1964 Harley Davidson Black	1650	MPS-PF			157.363	140.658	147.614	157.363	n/a	158.423	158.423
Phil Cvirm	9135	2003 Suzuki Black / Silver	1350	P-P				175.063, 179.488		179.488	n/a	-	209.839
Kym deBrenni	138	1934 Ford Roadster Black	G	BGMR		86.120				86.120	-	-	Open
Trevor Clare	139	2003 Bullet SS Roadster Maroon	E	BGMS	107.546					107.546	-	-	198.456
Ronnie Stayt	178	2000 Kawasaki Green	1350	MPS-BF		215.221				215.221	-	-	235.740
Norm Hardinge	201	1934 Ford Roadster Black	AA	GR	0.000			195.993, 193.84		195.993	194.917	-	Open
Mathew Saunders	207	1937 Fiat Topolino Black	E	GCC					120.442	120.442	-	173.135	173.135
Mark Dunn	212	2012 Lakester Black / Orange	B	GL	204.580					204.580	-	251.397	251.397
Mark Dunn	9212	2012 Lakester Black / Orange	B	FL			243.886	238.458		243.886	241.172	-	234.192
Malcolm Hewett	9234	1950 Vincent Black	1350	APS-VG	175.824	187.901				187.901	n/a	185.347	185.347
Mick Hite	241	2015 Hite's Speed & Custom Silver	1350	APS-PG	169.348		176.142	168.161, 162.323	172.010, 164.926	176.142	n/a	174.825	174.825
Tony Berthun	244	2011 Suzuki GSXR Black / Red	1000	MPS-G			159.879	151.751, 138.782, 139.211	149.031	159.879	n/a	-	201.975

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Chris Hanlon	251	1981 Ford F100 Blue	D	MP		152.413	155.179, 154.169	145.962		155.179	n/a	154.945	154.945
Stephen Morgan	252	1984 Toyota Red / White	D	MMP		160.614		77.18, 155.005		160.614	n/a	152.654	152.654
Norm Bradshaw	295	1998 Ford Falcon Yellow	B	BGC			244.781, 214.669			244.781	n/a	250.906	250.906
Stuart Penn	304	1955 Supercharged Black Lightning Black	1000	APS-VBF	0.000	108.349	0.000			108.349	n/a	80.208	80.208
Tony Cooke	363	2014 Lakester Orange / Black	D	FL	200.267		202.863, 207.996	0, 198.939		207.996	n/a	202.726	202.726
Grant Schlein	371	2014 Air-Tech White	1350	APS-F			213.637	160.815		213.637	n/a	229.753	229.753
Greg Watters	379	2003 Suzuki Red	1650	APS-BF				153.965, 178.306	180.823	180.823	179.565	-	164.647
Gavin Manning	414	1999 Ford Blue	AA	UDT		117.252				117.252	-	155.749	155.749
David McLachlan	444	Bones Built 2014 Red	1650	A-G		199.082	10.504	178.926	173.435	199.082	n/a	-	185.109
Lachlan Tucker-Powditch	446	2017 Suzuki Red	1000	P-P	174.834	165.327		159.574, 169.843, 161.951, 159.222	174.757, 170.438	174.834	n/a*	-	201.986
Jeff Lemon	454	2012 Kawasaki Red / Silver	1650	M-F	191.530		0, 190.951	170.989		191.530	n/a	195.397	195.397
John Viles	471	1984 Toyota Red / White	D	MMP	159.081		158.486	156.250		159.081	158.783	130.241	152.654
Noel Heenan	476	1999 Polec / Wombat Fabrication Silver	AA	GL			6.954	205.644		205.644	n/a	189.165	214.082
Victoria Heenan	477	1999 Polec / Wombat Fabrication Silver	AA	GL	154.679			175.979		175.979	n/a	189.165	214.082
Jim Hanlon	489	2017 Suzuki Blue / White	1000	MPS-F	181.846	190.305	186.984	165.183	180.895	190.305	n/a	-	200.145
Kim Krebs	495	1997 Suzuki Red	750	MPS-BF				79.598, 183.066	214.913, 211.566	214.913	213.239	212.678	212.678
Richard Assen	519	2018 Assen Grey	1350	APS-BF			197.726			197.726	-	202.077	212.477
Blake Clare	522	2003 Bullet Maroon	E	BGMS			169.891, 82.902	169.98, 133.062		169.980	n/a	-	198.456
Jeffrey Jones	561	1981 Toyota Corolla Blue	E	BFCC		149.688	164.76, 176.445			176.445	n/a	167.895	199.258
Alan Lacey	601	1989 XF Ford Panel Van Black	B	GC			171.445			171.445	-	176.177	176.177
John Ladborok	612	1998 Suzuki GSXR Red	500	MPS-BF	129.833					129.833	-	147.880	147.880

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Steven Hatkness	643	1999 Suzuki Yellow / Blue	1350	A-G	73.043		173.094	160.736		173.094	n/a	171.789	205.632
Terrance Coles	645	1987 Harley Davidson Black	1350	M-PG	120.822	0, 148.650	0, 149.297	138.079, 131.492, 142.84	134.831	149.297	n/a	150.000	153.714
Kathryn Hanlon	658	1981 Ford F100 Blue	D	MP				136.162		136.162	-	-	154.945
Alan Blackwood #	671	1999 Triumph Green	1000	MPS-G	162.067		165.213	151.841		165.213	n/a	173.085	201.975
Heidi Saunders	686	1937 Fiat Topolino Black	E	GCC					0, 0	0.000	-	-	173.135
Tharon Hart	692	1990 VN Commodore Black	E	PRO	181.736	191.377	184.663			191.377	n/a	187.784	187.784
Paul Powditch	735	2008 Suzuki Blue / White	750	P-P	174.267	179.292	178.271	172.794	173.989, 171.912	179.292	176.694	172.340	172.340
Stephen Finn	739	1976 Suzuki Blue	750	A-G	109.078, 97.861	0.000				109.078	n/a	-	122.449
Philip Fairey	763	2004 Suzuki Black / Purple	1350	MPS-BG		191.632	164.745	144.968, 181.05		191.632	n/a	196.271	223.325
Ken Robinson	783	2008 Suzuki 1350 Black	1350	APS-F	160.278, 207.553		201.455			207.553	n/a	222.772	229.753
Ken Robinson	9783	Suzuki 500 Black / Gold	500	M-BF		140.340	144.474			144.474	142.407	-	Open
David Nicholson	801	1973 Ford Coupe Yellow	A	CPRO	128.118					128.118	-	199.457	199.457
Kurt Dunn	875	2012 Lakester Black / Orange	B	FL			225.141			225.141	-	201.320	234.192
Mark Clifford	880	2011 Triumph Black	3000	P-P	133.586	142.102	140.034			142.102	141.068	126.911	126.911
Paul Cox	891	2007 Honda Red / Black	125	SC-G		64.136	73.299			73.299	68.717	-	Open
Peter Curran	913	750 Triumph Red / Blue	750	MPS-PG	108.656			94.135		108.656	n/a	-	128.058
Brian Fullard	915	1976 Yamaha Black / White	500	MPS-F		127.932	126.382			127.932	n/a	126.627	128.608
Brian Fullard	9915	1976 Yamaha Black / White	500	M-F				98.983, 101.672		101.672	n/a	121.237	121.237
Skip Telford	965	1966 Volkswagon Black	G	BGCC			0.000			0.000	-	-	122.440
Bob Burgess	974	2012 Homemade Lakester Silver / Green	I	FL	120.450			72.279, 74.516		120.450	n/a	119.352	119.352
Paul Wilkins	978	1955 Jawa Green	250	SC-VG	67.175, 61.939					67.175	64.557	-	Open
Lionel Linn	990	2014 Kawasaki ZX14 Black / Green	1650	MPS-F	125.174	152.31, 176.194	191.123	175.798, 181.242		191.123	n/a	-	210.773

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John Kirchner	1016	1998 Honda Grey	1350	MPS-G	145.525	167.263	169.420	167.543		169.420	n/a	148.810	232.889
Tom Noack	1034	1993 Holden Commodore Red	C	GCC			191.296, 209.241	191.103		209.241	n/a	-	204.232
Greg Telford	1049	2015 Special Grey	X0	GL		0.000	0.000	140.543, 140.884		140.884	140.713	131.023	133.254
Mick Adi	1080	2003 Suzuki Black / Silver	1350	P-P	190.759	198.238	194.763			198.238	n/a	202.600	209.839
Rod Bryson	1117	2004 Bones Built Red	1650	A-F			187.139	184.171		187.139	185.655	-	Open
Samantha Petersen	1127	2000 ZX12R Kawasaki Green	1350	P-P				160.399	191.002	191.002	n/a	203.195	209.839
Scott Lewis	1128	1975 Mercedes 450SEL Orange	D	PRO		126.542		126.325		126.542	n/a	-	214.298
Christian Roberts	1130	1965 XP Falcon Panel Van Black	E	CPRO				124.814		124.814	-	130.719	130.719
Christopher Bown	1131	1965 XP Falcon Panel Van Black	E	CPRO			134.554			134.554	-	130.719	130.719
Gemma Dunn	1149	2012 Lakester Black / Orange	B	FL		165.830				165.830	-	234.192	234.192
James Gunn	1157	1995 Ford Sedan Grey	E	BGC	205.081	208.950				208.950	207.015	181.050	195.482
Craig Rogers	1163	2015 Lakester Orange	E	BGL	244.151	251.748	255.301	244.815, 227.474		255.301	253.525	245.902	245.902
Arthur DeMain	1171	1982 Toyota Corolla Red	E2	E		81.108	92.379, 87.368	91.257		92.379	89.873	86.422	86.422
David Plecas	1173	1992 Honda Red	125	A-BF	67.812	0.000				67.812	n/a	117.096	117.096
Chris Swift	1179	1997 Harley Davidson Black	1350	M-PG		0.000	127.042			127.042	-	-	153.714
Marcus Thompson	1182	1982 Honda Yellow	500	M-G		117.851				117.851	-	-	121.782
Craig Jerico	1183	1975 Mercedes 450SEL Orange	D	PRO			0.000	125.165		125.165	-	-	214.298
David Moore	1186	2008 Suzuki Black	1000	M-F	176.948	177.541	158.975, 181.616	166.052		181.616	n/a	183.852	183.852
Dion Higgins	1200	2013 Trike Blue	3000	T-BF	137.546, 165.145 151.345		0, 160.678	173.762		173.762	167.220	-	Open
Andrew Begg	1201	1978 Harley Davidson Red	1000	A-PG			0.000			0.000	-	-	143.937
Rebecca Robinson	1203	2011 Suzuki Black	1000	MPS-G	166.282		0.000			166.282	-	-	201.975
Greg Parish	1208	1977 Laverda Orange	500	P-PC				100.713, 97.524		100.713	99.118	-	Open

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Joanne Fysh	1217	2003 Derbi Silver	50	MPS-F	55.822	59.181	65.685	45.153, 48.403	50.815	65.685	57.501	-	Open
Jean-Paul Afflick	1218	2005 Honda Black w Flames	50	SC-F	(59.082	69.065 64.073		50.947, 63.118	69.993, 64.05	69.993	67.021	-	Open
Tony Brearley	1228	1972 Kawasaki Green	650	M-CG		56.311	112.913	117.697		117.697	115.305	-	Open
Bede Norton	1232	2012 Homemade Lakester Silver / Green	I	FL			104.369			104.369	-	110.772	119.352
Darren Weeks	1246	1993 Holden Commodore Red	C	FCC	171.666, 176.635					176.635	172.400	-	Open
Ian Williamson	1264	1955 BMW Black	1000	M-PG	103.603		64.259			103.603	n/a	-	148.191
Ray Crathern	1268	2015 Special Grey	F	GL				135.089	141.554	141.554	138.321	131.656	131.656
Martin Hobson	1271	1982 Triumph Silver	750	MPS-PG			131.430	121.708		131.430	n/a	128.058	128.058
Paul Macleod	1283	2014 Bones Black	175	A-G				77.581, 95.180 86.380, 93.511	96.429	96.429	94.970	-	Open
Paul Macleod	91283	2014 Bones Black	175	A-F	100.62, 55.754	104.239	109.197			109.197	106.718	-	87.472
Martin Powditch	1291	2004 Suzuki Yellow	650	MPS-F	159.095, 156.583		159.440	11.606, 147.402	160.085, 159.78	160.085	n/a*	-	161.950
Aaron Bradshaw	1314	1998 Ford Falcon Yellow	B	B FCC	203.355, 0					203.355	-	238.505	238.505
Lee Dickens	1319	2012 Homemade Lakester Silver / Green	I	FL		85.004				85.004	-	97.400	119.352
Peter Biddiss	1320	2015 Skyteam Silver	175	MPS-PG			83.430	73.459, (73.186, 74.693 73.939)	77.749, 75.397	83.430	76.573*	-	Open
Shane Crocker	1334	2003 Harley Black	1350	MPS-PG	115.027	126.170	130.719, 123.039	113.293, 112.977, 111.297		130.719	n/a	-	163.280
Arron Crocker	1335	04 Harley Davidson Black	1650	M-PG			129.097, 128.475	120.008, 119.403, 115.462		129.097	n/a	-	147.870
Warren Afflick	1352	2019 Afflick Red / White	100	APS-BF	115.229		74.428	69.677	116.997, 113.802	116.997	n/a*	121.151	121.151

Speed Week 2019: - 04/03/2018 - 08/03/2018, Lake Gairdner South Australia

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Craig Delforce	1353	2010 BMW Yellow / Black	1000	MPS-F			182.602, 183.533		180.696	183.533	n/a	-	200.145
Liam Dwyer	1355	2000 Honda Blue	1350	MPS-G	122.833					122.833	-	174.106	232.889
Craig Housenloge	1356	2003 Harley Davidson Orange	2000	A-PG	141.321, 141.85					141.850	141.585	139.904	139.904
Craig Housenloge	91356	2003 Harley Davidson Orange	2000	APS-PG		154.573	154.672			154.672	154.622	143.084	143.084
Mark Woods	1359	1996 Harley Davidson Sportster Black / Silver	1350	M-PG	145.114	151.000	152.957	137.274		152.957	n/a	144.346	153.714
Simon Barclay	295	1998 Ford Falcon Yellow	B	BFCC	223.672					223.672	-	-	238.505
Keely Bown	1361	1994 Subaru Black	G	PS	168.658	109.496		166.752		168.658	n/a	169.364	169.364
Russell Lowe	1365	2019 the TRUTH Silver	UNLIMITED	APS-G			142.107	142.332	181.598	181.598	142.219	-	Open
Kevin Magee	1367	2018 Kawasaki Ninja ZX-10R Green	1000	P-P				160.492		160.492	-	199.115	199.115
Gus Cooper	1379	1936 Hudson Terraplane Black	B	CGALT		208.406				208.406	-	-	179.140
Steven Tatt	1380	1981 Honda CBX 1000 Silver	1350	M-CG		73.394	96.785	85.808		96.785	91.296	-	Open
John Harvey	1381	1936 Hudson Terraplane Black	B	CGALT	177.989					177.989	-	-	179.140
Tim Guinness	1383	1980 Alfa Romeo Alfasud Sprint Yellow / Black	H	PRO		0.000	121.976	115.307, 112.489	93.892	121.976	n/a	124.189	125.226
John Murray	1386	1975 Bultaco Red	350	APSF			0.000			0.000	-	127.605	127.605
Ben Felten	1388	2018 Kawasaki ZX-10R KRT Green	1000	P-P	183.439	121.692	145.097, 165.586		164.541	183.439	n/a	156.250	199.115
Peter Mounsey	1390	1949 Velocette Black	350	M-PG	68.832	86.410	93.848			93.848	90.129	-	Open
Robert Brown	1396	1978 Suzuki Blue	100	P-P		42.976	46.782	42.572, 0	52.944	52.944	n/a	54.500	67.765
Jon Baker	1398	2005 Honda Red	1350	APS-BG				144.260		144.260	-	170.487	218.898
Jon Guidera	1408	2011 Suzuki Blue	750	M-G			0.000			0.000	-	150.653	163.368
Andrew Lamshed	1410	1994 Honda Red	750	P-P		107.839	77.511			107.839	n/a	-	172.340
Les Toohey	1412	1955 BSA Black / Silver	500	P-PV		102.637	108.797, 110.943	100.691		110.943	105.817	100.976	100.976
Martin Gratton	91413	2000 Royal Enfield Blue	1350	SCS-PG		0.000				0.000	-	-	Open
Martin Gratton	81413	2018 Electro Manx Silver	OMEGA	APS-O	102.816	0.000	106.452	99.242		106.452	102.847	-	Open

Speed Week 2019:-- 04/03/2018 -- 08/03/2018, Lake Gairdner South Australia

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Rob Waters	1426	2016 Kenworth Yellow	AA	MDT		68.112				68.112	-	139.427	139.427
Rob Waters	91426	1977 Kenworth Yellow	AA	UDT			124.662			124.662	-	137.279	155.749
Frank Samson	1428	2006 Suzuki Red	750	MPS-G	166.121	169.492	172.778	149.744, 158.04	162.075	172.778	n/a	147.783	187.373
Andy Freeman	1440	2017 Kawasaki Carbon	1000	MPS-BF			187.882	180.85, 193.486	198.741	198.741	n/a	-	208.430
Don Short	1441	2010 KTM Orange	50	A-G	81.718	83.414	81.422	73.068, 70.525		83.414	82.566	-	Open
John Castles	1446	2004 Honda Red	500	M-F	94.545	0.000				94.545	n/a	-	121.237
Steve McGrath	1447	1968 Puch Red / Silver	250	P-PC			73.591	67.333		73.591	70.462	-	Open
Jack Kulldulla	1450	2000 Kawasaki ZX12R Green	1350	MPS-BF			0.000	154.235		154.235	n/a	-	235.740
Rob Wekenborg	1453	1997 Harley Davidson Silver	1350	MPS-G	126.935, 121.984	130.095	134.61, 133.65	123.478, 126.761, 116.841, 114.424	123.026	134.610	n/a	-	232.889
Richard Roberts	1455	1948 BSA M20 Yellow / Grey	350	APS-VG	74.420	90.393	79.835, 91.494	83.985		91.494	n/a	-	89.423
Mark Topp	1458	2009 Harley Davidson Orange / Black	1350	M-PF	139.357	151.286	151.502	125.083		151.502	151.394	138.654	138.654
Edward Smith	1460	1997 Honda 1100 Black	1350	MPS-G		179.560	180.171	169.038, 159.78		180.171	n/a	165.411	232.889
Anthony Zito	1461	Chevrolet Lumina White	C	FCC	120.236, 143.295	147.923	142.276			147.923	145.609	-	Open
Corinna Steeb	1484	2015 Royal Enfield Red	650	MPS-PG	103.075	110.722	110.487			110.722	110.604	104.481	104.481
Andrew Hutchinson	1491	1934 Ford Roadster Black	AA	GR			128.182			128.182	-	-	Open
Jeffrey Haley	1492	1996 XH Falcon Ute Red	B	GALTU	84.179		160.271	113.250		160.271	n/a	150.376	150.376
Shane Reynolds	1499	2011 Suzuki GSX-R750 Blue	750	M-F	105.618			147.293		147.293	n/a	-	164.775
Richard Pudney	1507	2005 Suzuki Black / Green	1000	M-G	0, 79.044		119.502	173.302	173.636	173.636	n/a	183.917	183.917
Richard Pudney	91507	2005 Suzuki Black / Green	1000	MPS-G				130.194		130.194	-	-	201.975
James Goulter	1509	1990 Yamaha Red	100	APS-CG				17.408		17.408	-	86.915	86.915
James Goulter	91509	1990 Yamaha Red	100	SC-CG	53.390	58.520				58.520	n/a	-	Open

Speed Week 2019:- 04/03/2018 – 08/03/2018, Lake Gairdner South Australia

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Jay Bridges	1511	1988 Suzuki GSXR 1100 Black /Yellow / Red	1350	MPS-G	122.947	150.288				150.288	n/a	-	232.889
John Ladbroke	1512	1990 Suzuki Red and Black	1350	MPS-BF		157.916	102.015			157.916	n/a	-	235.740
Mark Stanhope	1513	2013 BMW Blue/Red	1000	M-G	160.714	152.233	154.972			160.714	n/a	-	240.192
David Bullock	1515	1999 Polec Silver	AA	GL		244.998		240.160	243.935	244.998	242.579	214.082	214.082
Stephen Hayes	1516	2012 Hyosung Black	650	MPS-G			141.105	132.783		141.105	n/a	130.662	171.217
Nick McGinn	1519	2018 Yamaha XS 750 Orange	750	A-CG			122.637	122.620		122.637	122.628	116.573	116.573
Simon Lacey	1521	1989 XF Ford Panel Van Black	B	GC		150.584				150.584	-	-	176.177
Anthony Woolhouse	1522	2002 Suzuki Red / Black	1000	MPS-G	140.051		173.319	162.075		173.319	n/a	162.075	201.975
Katherine Goulter	91524	1980 Honda Red	50	A-CG	34.191	0.000				34.191	-	-	Open
Adam Jerico	1539	1978 Ford Escort Orange	G	PRO				107.482, 107.726		107.726	n/a	110.511	141.515
Tyron Cummings	1540	1978 Ford Escort Orange	G	PRO			109.452	107.643		109.452	n/a	74.938	141.515
Murdoch Gilbert	91541	1995 Royal Enfield Black	500	APS-PBF		93.796		89.432		93.796	91.614	-	Open
Nigel Mountford	1550	Triumph Rocket 3 Black	3000	M-G		126.378, 146.211	148.766	136.395		148.766	147.488	-	124.866
David Wallace	1551	2013 Yamaha VMax Black	2000	M-BG	148.699, 164.144		155.219			164.144	n/a	121.984	168.587
David Wallace	91551	2008 Suzuki Black	1350	APS-F				0,60.623		60.623	n/a	-	229.753
Michael Blackall	1557	2004 Suzuki Blue	750	P-P	117.605	129.875, 151.388		151.134, 146.634, 128.631		151.388	n/a	-	172.340
Colin Archibald	1561	2007 Harley Black	1650	P-PP	107.813, 119.205	125.931				125.931	122.568	-	Open
Colin Archibald	91561	2007 Harley Davidson Black	1650	M-PF				0, 133.398	0.000	133.398	n/a	-	152.775
Anthony Weiland	1563	2003 Suzuki Black	1350	P-P	116.039	129.482	139.330	104.007, 138.116, 132.45		139.330	n/a	-	209.839
Paul Dempsey #	1565	1951 Triumph Silver	500	M-VG	99.753,0	93.376	77.554			99.753	n/a	-	106.002
Benjaamin Versteegh	1566	1980 BMW Black	650	MPS-PG	81.430	105.967	91.687			105.967	n/a	-	104.481
Bryan Davies	1568	2019 Jawa White	500	APS-F				0,0	0.000	0.000	-	-	Open

Speed Week 2019:-- 04/03/2018 -- 08/03/2018, Lake Gairdner South Australia

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Eva Hakansson	123	2010 KillaJoule Red	OMEGA	SCS-O		0, 166.359	212.552	236.546, 0		236.546	216.199	-	Open
Peter Emery	1570	Honda Black	1350	P-P	124.892	150.678	170.229	159.348	166.075	170.229	n/a	-	209.839
Tom Drewer	1573	1964 Volkswagen Black	G	BFCC	92.263, 125.813	136.799	143.312, 147.844			147.844	145.578	-	135.685
Frank Rizzeri	1575	2018 Kawasaki FRZ Custom Black	250	A-G	78.622, 128.319, 82.633	86.770	89.693	86.069		128.319	105.476	-	88.530
Thomas Nelson	1578	2017 BMW S1000RR Black	1000	MPS-G	114.253	151.172	180.451			180.451	n/a	-	201.975
Shane Wilcox	1579	1992 Honda Black/White/Silver	125	APS-G	66.223		123.123	109.502	110.599	123.123	n/a	-	125.086
Geoffrey Lingard	91581	1999 Suzuki Black	1350	MPS-G	121.642		152.607	0, 157.171, 154.819, 170.689		170.689	n/a	-	232.889
Andre Deubel	1582	1972 Moto Guzzi Green	750	MPS-PF	122.449, 131.945	136.446				136.446	134.195	-	131.406
Jim Knapp	1584	Knappsters Blue / White / Red	AA	BFS	199.922	240.048	209.815	126.845, 273.535	309.438, 280.592	309.438	n/a*	-	345.125
Edward Zeller	1585	2005 Bellytank Yellow	AA	BFL	0.000					0.000	-	-	256.520
James Pickett	1587	1982 Honda White / Blue	250	APS-PG	79.890		82.894	79.627		82.894	81.260	-	Open
Naomi Byfieldt	1592	2013 Honda Black	500	P-P		108.857	108.427, 108.124	102.372	107.543	108.857	n/a	-	123.174
Dominique Talon #	1595	1999 Suzuki Black	1350	MPS-G	128.991		150.150	165.198, 164.556, 168.146		168.146	n/a	-	232.889
Darren Condy	1596	2006 Harley Davidson Black / Maroon	1650	M-PG	114.471	134.872				134.872	n/a	-	141.933
David Wilson	1597	1966 Volkswagen Grey	G	BGCC	5.941, 72.713					72.713	n/a	-	122.440
Michael Stuart #	1598	2014 Royal Enfield Red	650	M-PG	95.314, 92.621	99.157	105.024	92.690	93.062, 94.919	105.024	102.198*	-	Open
Carllyle Bennett	1599	1994 Honda Red / White	125	APS-G	111.462		120.935	115.333	121.298	120.935	n/a	-	125.086
Peter Zlabek	1600	1996 Kawasaki Green	750	MPS-G	123.525, 136.893	148.736	151.611, 153.82			153.820	n/a	-	187.373

Speed Week 2019:-- 04/03/2018 -- 08/03/2018, Lake Gairdner South Australia

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Paul Kew	1603	2002 Honda NSR 150 Blue/Orange/White	175	MPS-G	101.997	107.985	103.543	90.389, 92.724, 91.47	96.216	107.985	n/a	-	115.233
Gary Brumby	1604	1974 Suzuki Black	500	M-G	118.890	127.015	127.768, 128.415			128.415	128.091	-	121.782
Mark Arians	1605	2003 Suzuki Blue	500	MPS-G	100.843, 99.472	94.882	108.610	95.712		108.610	n/a	-	133.451
Matthew Wilson	1606	2014 Suzuki Blue	1350	MPS-G			119.756, 142.456			142.456	n/a	-	232.889
Sabine Schermer	1607	Royal Enfield GT Continental 2016 Red	650	MPS-PG	108.909		112.275	106.292, 96.683, 96.262	100.508	112.275	109.283	-	Open
Michael Panayi	1609	1961 Norton Black /Yellow	1000	APS-PG	108.463, 120.947	131.143	133.834			133.834	132.488	-	126.645
Mark Rumble	1611	1981 Ford F100 Blue	D	MP	127.15, 131.743					131.743	n/a	-	154.945
John Beckley	1612	1988 Suzuki GSXR750 Red / White	750	A-G	118.796, 119.166		143.261			143.261	131.213	-	122.449
Zed Freeman	1613	2018 Kawasaki Green	500	P-P	119.928, 116.989	123.170	122.495	109.907, 108.424	112.662	123.170	n/a	-	123.174
Max Housenloge	1618	2005 Buel Black	1350	P-PP	125.414, 125.313	126.547				126.547	n/a	-	140.292
Gordon Crisp	1616	1954 BSA Silver	350	MPS-VF	97.648	0.000		89.157		97.648	n/a	-	132.547
Scott Taylor	1617	Ford Roadster Black with flames	AA	GR			124.935	152.329		152.329	138.587	-	Open
Jason Shute	1619	1992 Yamaha Black	1350	M-G	129.983, 138.67	144.631	150.294, 150.962			150.962	n/a	-	202.714
Greg Kisopp	1620	1994 Honda Red	750	P-P		127.982, 148.865				148.865	n/a	-	172.340
Michael Cross	1621	2015 Kawasaki H2 Black/Green	1000	P-PB	119.932		145.631, 144.341			145.631	144.986	-	Open
Angus Parrish	1622	1977 Laverda Orange	500	P-PC		93.303	113.859	108.663		113.859	111.261	-	Open
Luke Haley	1624	1996 XT Falcon Red	B	GALTU		124.155				124.155	-	-	150.376
Peter Taylor	1625	Lakester Silver	AA	GL	123.622		149.869			149.869	136.745	-	Open

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The Prancing Pony Brewery is located in the Adelaide Hills. Located in Totness, a 4 minute drive from Hahndorf, the venue is a brewpub, restaurant and live music venue with 16 beers on taps.

Run by Frank Samson (Head Brewer, physicist and Chief story teller) and his partner Corinna (CEO, Scientist and eternal optimist). Originally from Germany, Frank and Corinna have a love for Beers, Bikes and Blues and given the chance, they combine all three.

Both Frank and Corinna ride their bikes at Lake Gardiner and Corinna is a current record holder in the 650 MPS-PG class with her beloved Royal Enfield GT Continental at a top speed of 103.481 mph. Frank rides a Suzuki GSXR-750 and is yet to set a record or break one.

Say hi when you see us and share a beer with us at the Auction night, for a gold coin donation to DLRA. Cheers and good luck to all riders and drivers.



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