cruzin the salt dry lakes racing

www.dlra.org.au



Big Knob Racing

Big Knob Racing's roadster is at Engine Action in Echuca, Victoria, where engine builder and fellow racer Matt Lagoon is giving the big block Ford a freshen up. I am proud to say the tough little roadster now holds four Australian land speed records. All records have been set at speeds over 200mph and the '34 Ford has put four drivers into the 200mph club. With the aid of a bit more weight over the rear of the car we intend to bump those records up a bit higher at Speedweek number 26.



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Bob Bowman and the guys from Newcastle's Rickshaws Hot Rod club really had their roadster on song at Speedweek 25 and gave our Big Knob race team a shakeup when they got close to one of our records. I am sure the guys will be breathing down our necks this year. Good luck guys and thanks for your help at the last event.

Rod Hadfield's car The Bronze Aussie was the fastest car at Speedweek 2015 with a speed of 273mph with Lionel West at the wheel, Rod managed a 259mph with a flat tyre. For Speedweek 26, the 572ci big block is getting some lighter pistons in the hope of more revs. Rod is still determined to beat John Lynch's 301mph pass. Rod Hadfield is DLRA member #3 and is the only member of the DLRA to have raced at every Speedweek.

Rod Hadfield

ntries are now open for DLRA Speedweek 2016. This will be the twenty sixth running of DLRA Speedweek in Australia. It all happens at Lake Gairdner in South Australia, one of the biggest and fastest salt lakes on the planet. Racing starts on the 29th of February and continues until the 4th of March. Remember the dates this is shaping up to be our biggest event yet .This year we will have two tracks operating. Both will have state of the art timing equipment and so both will be able to be used for official record breaking runs.

Spectators are most welcome so if salt lake racing is something on your bucket list, or you and your mate's just need to have a big adventure, this event will be the one not to miss! Our race team, Big Knob racing usually drives to Port Augusta where we stay overnight. Most guys stay at the Big 4 Caravan Park where we catch up with fellow racers from across Australia. The next morning we fuel up then get our last supplies and head to Iron Knob. At Iron Knob we take a right turn and drive 131 kms on dirt, corrugated road, across creek crossings while trying to avoid kangaroos, emus, sheep and feral goats. You do not need a 4WD, just drive to the conditions. Vicki and I once drove the road in a lowered FJ ute! The guys at Mount Ive Station provide access to the lake via their property. They also run the canteen and camping area. The canteen usually provides good meals but I always

bring extra food and lots of water. Remember this is the Australian outback and it is easy to get caught out. It is bloody hot out there; you will need to bring good quality sunglasses, a hat and sunscreen.

For entrants and spectators go to http://www.trybooking.com/JFUG for online booking, or entry forms can be downloaded at www.dlra. org.au. Other valuable information can be found on the same page.

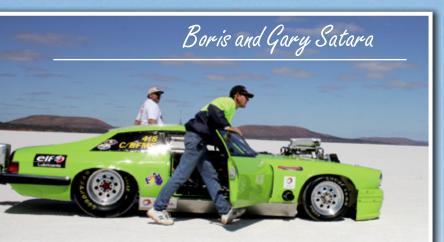
Bonneville was a total washout this year and El Mirage ran only limited events because of the climate. The SCTA didn't get to run one single event at Bonneville this year so the Yanks didn't get to play on the salt. As a result, we have had several inquiries from some very fast USA teams interested in Australian salt. The DLRA has offered assistance with storage and transport in Australia for any overseas vehicles wanting to go fast at Lake Gairdner. This meeting is shaping up to be a truly international event.

With the organisation of Speedweek number 26 safely in the hands of the DLRA committee, the rest of us can start getting the race cars ready to go fast

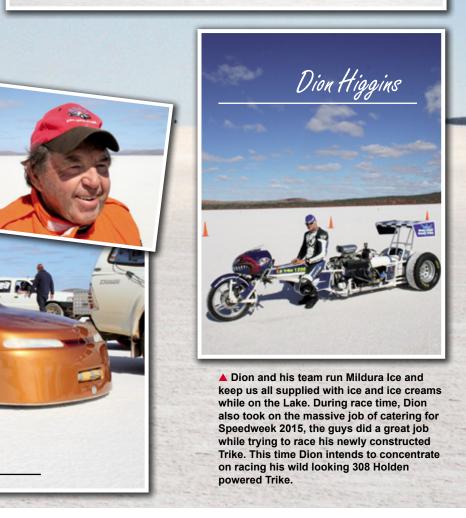
See you at the lake, Norm Hardinge.







Gary Satara and his dad Boris intend to be running the big Jaguar XJS again but this time the blown Cleveland that managed a 236mph pass has been replaced with a twin turbo V12.... look out.



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