



DLRA Speedweek 2016 at Lake Gairdner in South Australia is on 29th February to 4th March. Entries are now open. If you intend to race, it is cheaper for you, and also a lot less stress on the organisers, if you enter now, www.dlra.org.au has all the info needed for racers and spectators. If you intend to race and you are a rookie, it is essential you checkout the DLRA rulebook to make sure you will meet all requirements. It is also a good idea to contact one of our Tech Inspectors before you head off to the lake as all vehicles racing must comply with our safety standards. It's a long way to go and not easy to fix or change things when you're there.

The DLRA has recently had a lot of inquiries from race teams in the USA about competing in our event. Five major race meetings have been cancelled at Bonneville this season due to a poor race surface. While I am very excited at the thought of some of the world's fastest racers coming to our lake to play, I am concerned at the problem faced by the Southern California Timing Association.

The salt at Bonneville has been depleting and the area used for land speed racing has been shrinking for decades. This year 2016

salt lake racing came to a standstill at Lake Bonneville with not a single scheduled event being able to take place. The lake's surface was deemed unsafe for racing for the whole of this season. The usable race area was small after silt washed down from the surrounding Silver Island Mountains during heavy rains. This not only disappointed racers from across the world but also hurt the local economy big time. During the hotter months racers by the thousands along with spectators need to be accommodated, fed and their vehicles fuelled up.

The reasons for the problems are not clear cut nor easily fixed. The ecological systems of the salt lake are not fully understood but increased rainfall in the area certainly hasn't helped. Potash has been extracted from Lake Bonneville since 1917. Currently it is being mined by Intrepid Potash. In the recent past, in an attempt to improve the lake, waste salt water has been pumped back onto the lake at the end of the mining process, but to date, this system has not halted the demise of the salt condition. Intrepid Potash have legal mining rights until 2023 and have stated that they wish to be part of the solution. They have joined an

alliance between the Utah state government, the Bureau of Land Management, racers, geologists, engineers and other stakeholder groups to find and act on possible solutions to aid the restoration of the lake.

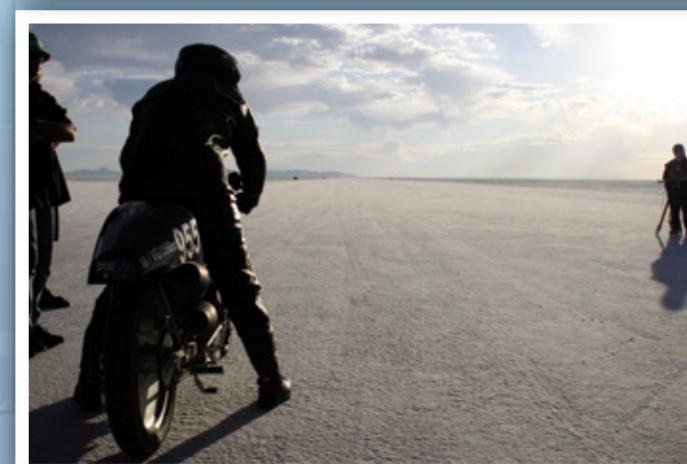
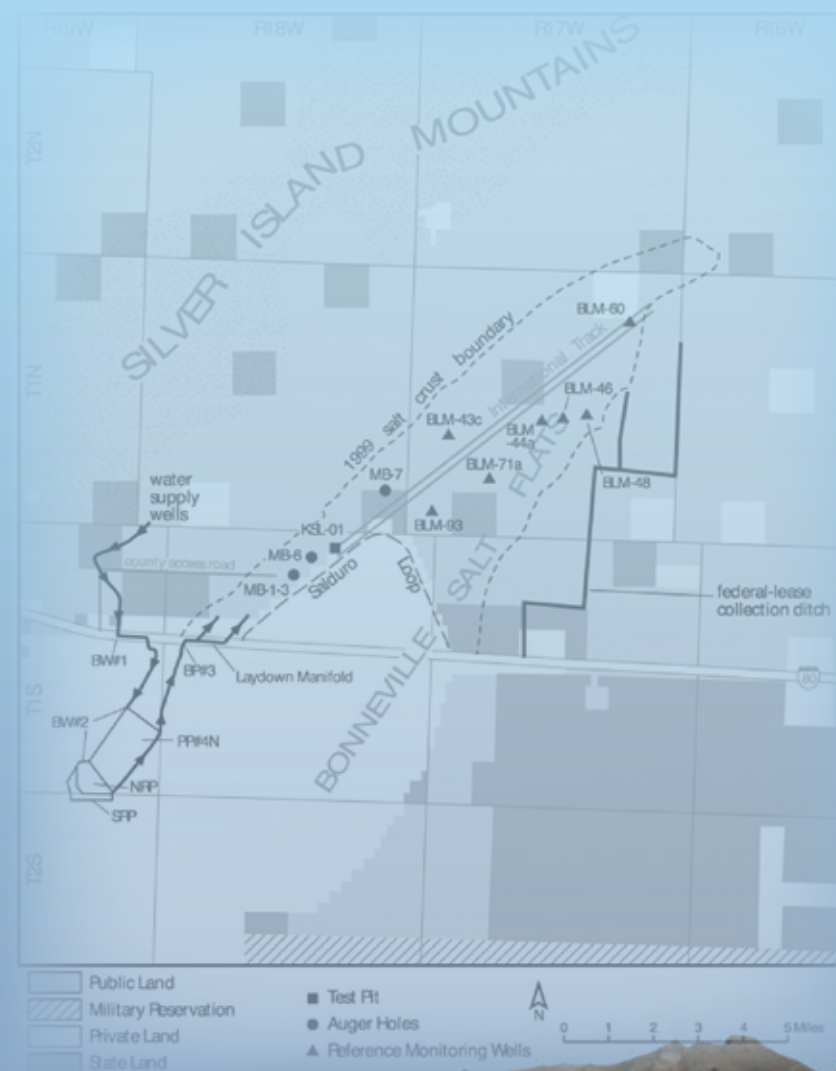
Possible strategies include changing the access road, removing some existing dykes and building salt walls around the rim of the Salt Flats to re direct any silt run off from the Silver Island Mountains. The Utah Congressmen Chris Stewart and Rob Bishop are proposing to place the BLM managed area back under Utah State control. These guys have the support of the Governor of Utah and several Nevada senators - they all agree Bonneville must be saved. Hopefully Mother Nature cooperates.

The group is hoping funding comes from the government and all agree reclamation cannot wait until the mining stops, it must start now.

I personally hope the yanks can make it work. Bonneville is a very special place for all hot rodders and speed freaks the world over

See you at the salt,

Norm Hardinge



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