



Mat Lagoon from Engine Action in Echuca pulled down the big block Ford motor for inspection. He found a small crack in one of the pistons. A new set of custom made pistons from the US was the solution - better to find the problem in Mat's workshop than at 200mph on the salt!

“This year we have people from Tasmania, Victoria and New South Wales joining the Big Knob crew...”

**D**DLRA's Speedweek 25 at Lake Gairdner in South Australia is only weeks away and if you would like to see Australia's fastest cars in action, meet the race teams behind them and be part of this monumental occasion, this is your chance. Racing starts on the 23rd and goes until the 27th of March, 2015. The entries sure have been keeping Carol Hadfield busy, so far there are 176 pre-entries from right across Australia.

This year it looked like we had no one to operate the canteen, which meant we would have to bring and cook our own meals, something we're not used to and weren't looking forward to. Luckily Mildura Ice, who normally look after the ice requirements for Speedweek, have stepped up to the plate, enlisting more helpers to help to run the canteen throughout Speedweek. This news is a great relief to all race teams and spectators that are lousy cooks.



Track conditions last year were crap. Five normally stable cars went into a spin one after the other at the 2 1/2 mile mark. Neil Davies driving the Big Knob roadster was one of them. Neil went into a spin at 200+ mph causing salt to blast into places it has never been, and although we washed off the salt at the end of racing last year, we have had corrosion issues like never before. Only half of the magnesium gear box extension housing still exists and the starter motor is now a solid mass of rust. We decided to totally strip the roadster and rebuild it, coating all parts in POR 15 or epoxy paint as we reassembled it.

The motor is back in the car now and ready to chase

some records. Work is starting on the front and rear ends, the front axle was bent and all suspension bushes were flogged out. A quick call to Rod Tech fixed that. We are yet to start on the rear end. The brake rotors, hats and callipers look like crap but luckily we have some spares hidden away.

Optimally we run 60% rear bias with weight by adding lead where needed. But over the last few years, we've added and altered existing locations for various parts without checking the weight bias. Recent investigations have shown that we need about 100kgs in front of the rear axle to return back to our preferred 60% rear bias. Getting it right means we should be able to avoid another spin.

DLRA have invested a lot of money in timing equipment so that this year an official record can be ran on either the long track or the short track. Last year the short course was timed using GPS so that drivers could do shake down runs without holding up the serious record attempts. The short course is going to be good for all records up to 175 mph which will clear up the long track and allow those

going greater than 175 mph more runs.

This year we have people from Tasmania, Victoria and New South Wales joining the Big Knob crew. Big Knob Racing already holds two records at over 200 mph. We hope this year to grab another two records in new classes with Neil Davies and Mat Lagoon at the wheel and I hope to bump my record up a bit further.

See you at the salt!

**Norm Hardinge**



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