

Entries are now open for DLRA Speedweek 2017 at Lake Gairdner South Australia.

DLRA Speedweek runs from 27th February to 3rd March 2017, it is shaping up to be our biggest event ever. Target 550 is still on track to be at our event and is hoping to be the first wheel driven vehicle on the planet ever to run 500+ mph (800 km/h). The team had a run at Bonneville Speedweek recently and at half throttle managed to clock 385mph before having driveline problems. The team are now preparing their shipping containers for the long trip to Australia.

If taking off on a Hot Rod adventure is on your bucket list, then Speedweek is what you are looking for and 2017 will be the meeting to go to.

Spectators are welcome at Speedweek but remember you will be in the Australian outback and most likely camping. Port Augusta is the nearest decent sized town. It is a good place to top up your supplies before you head to Iron Knob. At Iron Knob, you turn right and head out on the dirt for 131 km to Mount Ive Station and Lake Gairdner. Driving during daylight hours is a good idea - it means you have less chance of meeting up with kangaroos, emus and feral goats; you do not need a 4WD, just drive carefully to the road conditions.

Lake Gairdner is a National Park so you must take home whatever you bring, this includes your own rubbish. There is a canteen with good meals available throughout the week, but it is not a guarantee, I always bring extra water and food just in case. The extra supplies also provide emergency rations in case of a mechanical breakdown on the road in or out.

Think National Park and make sure you bring a tarp to protect the salt if you intend parking on it. You will need personal protection too, you will need sunglasses, hats and sunscreen. It can be hot out there!

Volunteers are very welcome, especially



**ABOVE:** Kym deBrenni '34 roadster is a new car scheduled to debut at Speedweek 2017. With its potent turbocharged Nissan SR20 engine and Wolf engine management system, it's a serious contender to break the current 178mph record in Gas Blown Modified Roaster. **RIGHT:** Flatattack testing starts at the end of October at Port Lincoln SA, keep an eye on it and new driver Kurt Dunn in the future, we're expecting great achievements from both. **INSET:** Flathead guru Mike Davidson (pictured) is the owner and mastermind behind the twin engine Flatattack streamliner.

in 2017 with expected large numbers of attendees, spectators and Americans. If you want to be involved in a great event, even if only for a couple of hours, there will be a job for you. Go to [www.dlra.org.au](http://www.dlra.org.au) to find out more. Mike Davidson's beautiful streamliner "Flatattack" running two blown injected Ford Flatheads with nitrous, has had a few teething issues with gearboxes and shifters. Another issue has been vision when driving the beast - you look through an ex army periscope. The original periscope did not allow much peripheral vision which was making it hard to make comfortable, correct and reliable decisions while driving.

Mark Dunn has been giving the team a hand. Together they have corrected the gearbox and shifter problems, Mark has drawn up a new version of the periscope that should fix the vision problem and new Wolf computers have also been installed to make the two flathead motors play together nicely.

The Dunn family and Flatattack association then went a little further. Mark's son Kurt, a very experienced salt lake racer has taken on the driver's job with the Flatattack team. He is small enough to fit the cockpit that was designed for Mike Davidson, and he has race history at both Lake Gairdner and Bonneville in the USA. Kurt gained design and build



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experience with the Dunn family lakester and then took the wheel and raced it at 238 mph, which is well in the range of the current record Flatattack is after at 248 mph.

Kym deBrenni has spent years researching what makes a fast salt lake car. After many trips to Lake Gairdner and Bonneville, he hopes he has the answer.

Kym has spent the last twelve months building a truly wicked looking 1934 roadster. The body has been handmade while keeping the entire 1934 Ford styling, the chassis has been extended 700mm to help with stability (short wheelbase cars tend to go around in circles on the salt).

Kym wanted a small reliable engine with loads of power so he asked around. All the answers were the same, the "Nissan SR20". He was told the engines are two litre and almost unbreakable and an aftermarket turbo looks after the horsepower.

Kym picked up a 1000hp turbo controlled by a Wolf engine management system. The 2000cc motor is fed by two Bosch fuel pumps from a 30 litre tank. The motor is coupled up to the standard factory five speed box with a Ford 8 inch diff. There are 2 x 45 litre tanks either side of the car - one taking care of the engine cooling and the other taking care of the intercooler.

Kym is working constantly to make sure the car will be ready to race at DLRA Speedweek in February 2017. The roadster will run in Gas Blown Modified Roaster class, the current record at Bonneville is 178mph. I think Kym's roadster has the potential to smash this record.

The quality of the build is outstanding, and I am excited to have another hot rod racing at Lake Gairdner. Good luck Kym!!

See you at the salt,  
**Norm Hardinge.**

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- Marilyn Monroe

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