

# Over The Hill And



## Round the Bend

Southern Districts Motorsport Association  
PO Box 1484  
Queanbeyan NSW 2620

Newsletter October 2002

### REMEMBER !!!!!!!!!!!

This month we have a hillclimb - entries to the event secretary prior to 22<sup>nd</sup> October cost \$77 add another \$10 if you put in an entry after this date. Entries will be accepted at the club meeting on the 15<sup>th</sup> October as well as by post or in person to the event secretary at the address on the forms

### Contact List

Committee as of 1/7/2002

President	John Templeton	6287 1925
Vice President	Andrew Oldfield	0408 308 490
Secretary	David Yates	6238 2259
Treasurer	Geoff Richardson	6299 3705
Public Officer	Paul Grellis	6299 2999
Club Captain	Terry Bennett	6288 7207
Membership Secretary	Mathew Roberts	0411 229 176
Magazine Editor	Barbara Bennett	6288 7207
Publicity Officer	Andrew Merz	6231 6275
General Members	Leon Nolan, Kelly Edwards, Tom Ballard Snr, Col Merz and Tom Ballard Jnr	

**Welcome** to the October 2002 Newsletter of the SDMA. Please contact either Terry or myself on 62887207 (h) or email us on: [terryb@webone.com.au](mailto:terryb@webone.com.au) if you have any information to submit to the newsletter. We would like to know about upcoming events, vehicles or parts for sale, anything that members might be interested in.

Each month I will be including a membership form, this is for any member to give to a friend who would like to join us, NOT a reminder that your renewal is due.

*Barbara and Terry*

### Presidents Report

The ACT government seems at last to have realised that motorsport followers in Canberra are feeling a little unloved and alienated.

Recent comments by Treasurer Ted Quinlan indicate that he understands that if you consistently are negative about the activity that a group of people enjoys, there is a good chance these people will believe you are negative about them as well.

Mr Quinlan has, very tentatively, extended a (little) olive branch to the ACT motorsport community. There may be scope for SDMA to capitalise on that gesture.

More than anything we need to talk to anyone who will listen (including the ACT government) about SDMA and the track. We need to talk about the fun of hillclimbing, the driving skills that hillclimbing develops and the fact that we are attracting more people (and cars) to Fairbairn Park each time we have a meeting.

If each of us individually writes a polite, pleasant letter to Mr Quinlan telling him about what the club has achieved in the last two years and what we hope to do in the next few years I think we will raise the club's profile in a very positive way.

The letter doesn't have to be very long: in fact short, to-the-point ones stand much more chance of being read. But if he gets letters from a lot of people saying the club has around 90 members, that it has resurrected the hillclimb track in two years using voluntary labour, that we run six hillclimbs a year (including in 2001 and 2002 NSW Championship rounds) and that we provide a safe and enjoyable form of motorsport to the Canberra community, some of those messages will be heard.

Other issues like the need to resurface the track in the not-so-distant future and how good it would be to improve spectator amenities could also find their way in.

Above all, we need to take the opportunity to be constructive, to be positive and to remind the government we are out there.

If you can find 10 or 15 minutes to put pen to paper (or fingers to keyboard) Ted Quinlan's addresses are:

Mr Ted Quinlan, MLA  
Treasurer  
G.P.O. Box 1020  
CANBERRA ACT 2601

or

Mr Ted Quinlan MLA  
Treasurer  
quinlan@act.gov.au

John

## Test and Tune Day 22 September 2002

This was the first event of its type that the SDMA has held. The format is relatively simple and designed so that the day runs with minimal officials and organisations. The format, for those who do not know is simple; the day is broken up into 10 minute blocks. The 10 minute blocks are sold in lots of four for \$70.00. When entering you can book your times as you require or can swap on the day with other competitors if needed. For the times that you have purchased the track is for your sole use. You can go round the track continually or return to the pits or start line, to make alterations or practice your starting technique.

This was the format run on the day and judging from the feed back from the entrants it was quite successful. Ten minutes appeared to be the endurance of most people. Being a short tight track certainly did not give any rest for the driver and proved to be physically demanding.

Some people came to familiarize then selves with the track or new cars, others to try different lines and generally just to have a good day driving what ever they brought as hard as they can. As for myself I used the day to get some kilometers on my new engine although the red mist was pretty thick and by the end of the second ten minutes I was up for another set of tyres. Having steel showing through your tyres is never a good sign and does nothing for the handling.

It was good to see everybody that attended had a good day although there could have been a lot more people enjoying themselves, as there was only three cars using the track for the afternoon. The club only just broke even on the day.

This type of event will be included in next years calendar but if the interest is still low and the club ends up losing money, the committee will have to look at canceling these events. The committee will be putting next year's calendar together over the next few months. I would therefore be interested to hear from the general club members what dates would best suit them for test and tune days to ensure we have a good turn out.

Many thanks to the Merz family for officiating and helping out on the day.

See you at the next club meeting.

David Yates. Club Secretary.

## **Lets go hillclimbing !!! “Where” “When” “Who” “ What”.**

Where – are we going to compete - Fairbairn Park

When - on a date to be agreed with the controlling body

Who – is going to organise it. The Event Secretary and her/his helpers are going to arrange it

What - is the cost. That depends on how much CAMS is charging for a permit

To run an event there are a multitude of jobs that need to be completed before we even start looking at sending out the entry forms and Sup regs.

We (the organising club) need to arrange our Clerk of Course, Stewards, Event Secretary, Scrutineers and Timing. We decide which Car Clubs are going to be invited, the maximum number of competitors allowed to compete on race day and how much the entry fee is. The decision is then made regarding scrutineering time (start and finish), closing time for entries, time to commence drivers briefing., number of drivers per vehicle and the start time of event.

These decisions have to be made before the organisers start filling out the CAMS Permit application. The application is completed, a cheque is written for the appropriate amount and it is sent to CAMS for approval. The application is forwarded to the Hillclimb panel for checking, it is sent back to CAMS, the permit is issued, and the paperwork returned to the club.

This little bit can take from two – six weeks to be completed, we are not allowed to issue an entry form without a permit number. Even if the event is next week by the time the paperwork comes back from CAMS, we must wait to send out entry forms and sup.regs..

During this time, our tireless volunteers and club members are at the track beavering away trying to get all the jobs done so that on race day the complex looks good, the track and grounds are prepared so that the event runs smoothly.

The paperwork comes back from CAMS. Now the entry forms and Sup. Regs have to be photocopied, folded, enveloped, stamped and sent to all the club members and the invited clubs – boys and girls its getting closer to event day.

Club members receive entry forms and complete it, filling out all the details – Name, Club Membership Number, Address and Car Club that you belong to. Then there is the Drivers Name and his/her Club Membership details, CAMS Licence No and then the details of the car, Make, body type, Year of Manufacture, Engine Size, is it Turbo/Supercharged. Then there is the Type, it is in the Sup Regs, Types 1-5 plus Type SV – not hard to read but there are a number of variances depending on the modifications to the vehicle, Class is the grouping e.g. 0-1300, 750-1300 depending on the Category. Preferred number – either the number already on your car or a number not used by someone else. Complete the form and return it to the Event Secretary with your payment.

Event Secretary - prepare the computer (or your handwritten spreadsheets) for the bi-monthly attack. Have the spreadsheets ready for: entries in order of receipt entered into their category and classes, the record of payment sheet (for the treasurer), the allocation of numbers sheet, the running sheet and the drivers sign on sheet. Approximately one week prior to the meeting a decision should be made in relation to trophies – how many categories we have, approx how many in each class we could expect and so do we need 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place trophies.

Forms start to arrive, each entry is checked to make sure that all sections of the entry form have been completed and payment has been received (no entry is official until such time as the money is received). Start completing the spreadsheets, enter the vehicles into their classes/categories and allocate their number.

At the close of entries all the information can be included in the spreadsheets. Friday night a copy of the categories/classes is emailed to Timespan in preparation for Sunday's timing. Late entries from Saturday are entered, and the information forwarded to Timespan. By

this time there is an idea of how many drivers may be competing and hopefully the correct number of trophies have been ordered and collected.

Race day is here!!! Event Secretary - Have you got your list of entries by category, running sheet, drivers sign on sheet, number sheet, spare entry forms and sup regs, membership forms, licence forms, stickers (in case the scrutineer doesn't have any), whiteboard markers (incase there aren't any for the timing board), blue tack or sticky tape to put up the permit on the caravan. Don't forget to take the trophies.

Event secretary has arrived – very early in the morning, but still not early enough to get there before some hardy, competitive souls. Unload the paperwork into the caravan and find competitors entry forms and start checking club membership cards and licences. Return entry forms so that competitors can go to scrutineering. New memberships, late entries and licence forms are completed at the same time and the new competitors sent for Scrutineering. Late entries are added to the category/class sheet. Running sheets have been reorganised to allow for classes to run together and the drivers have signed the sign on sheet while the Clerk of Course is giving his pre event talk. The scrutineering forms are returned by the scrutineers to the Event Secretary for safe keeping at the end of scrutineering.

Once the event is underway the Event Secretary can take a breather for a while, unless there aren't enough officials, cooks or workers for the day.

At the end of the day, times and class wins are checked on the timing board. Timespan then print out a copy of the results and these are compared with the timing board. Trophies are allocated to winners and the presentation takes place.

The day is done – but – we still have to publish and distribute the results and arrange for the production and distribution of winners plaques.

The event is over and we have sent out the last bits and pieces (sometimes up to three weeks late depending on the engraver), a respite for a couple of weeks for the event secretary, but not for other members of the club. They have already organised the officials and sent off the paperwork for the next event to CAMS. Oh Well! Another great day was had by one and all, and another one is on its way. Maybe one or more of the club members would like to participate and learn how to do the event secretary's job. Luckily in our club, we now have two people who do the 'pre-CAMS permit' bit, and one person who does the 'once the permit has arrived' bit so the job is not as time consuming as it could be. Any volunteers! because you will need an event secretary for half of the events in 2003.

A reminder that on raceday without the guys and girls who get there early and set up the flag marshall points, the canteen, the timing, the sweeping of the track, the clearing of the kangaroos our events wouldn't happen. If you are there early and your car has passed scrutineering if you could ask David Yates or one of the officials if there is a job you can do your help will be greatly appreciated. Remember that all that was put out in the morning has to be put away at the end of the day so if you can help at the end of the day it will also be appreciated.

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Wollongong City Council has been doing some work at the hillclimb track at Dapto, new 2 row armco and they will soon be filling in the ditch. The Wollongong club is hoping that with the work being done by Council and their contribution they are hoping for a hillclimb late this year or early next year – Its great news and hopefully some of our club members will get to run there. Barbara

#### **LICENCE HOLDERS**

**HAVE YOU READ YOUR CAMS MAGAZINE – HAVE YOU SEEN THAT WE NEED TRAINED OFFICIALS FROM 2003 ON READ THE REQUEST LATER IN THIS MAGAZINE.**

An owner of a horse ranch receives a call from a friend, saying he is sending over a midget with a speech impairment who is looking to buy a horse. The midget arrives, and the rancher asks if he would like a male or a female horse. "A female horth," the midget replies.

So, the rancher shows him his finest filly.

"Nith looking horth.. Can I thee her mouf?"

So, the rancher picks up the midget and shows him the horses mouth.

"Nith mouf. Can I thee her eyeth?"

Again, the rancher picks the midget up and shows him the horses eyes.

"O.K., what about her earzth?"

The rancher, getting pretty pissed by now, lifts him up higher to the ears.

"O.K.," says the midget, "can I thee her twat?"

With that, the rancher picks up the midget and shoves the little fella's head way up into the filly's twat, then yanks him out.

Shaking his head, and out of breath the midget says: "Perhapth I thould rephrathe that. Can I thee her wun awownd a wittle bit?"

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### **The Australian Hillclimb Championship has been run and won:**

Once again Peter Gumley has taken out the Championship, this year it was held in Grafton. Peter Finlay announced his retirement and our own Phil Pratt participated and came 2<sup>nd</sup> in his class – congratulations Phil. – we are waiting on your report. Terry heard that one competitors father drove 1000kms per day for 4 days to get there and it was another 4000kms to get home – and we think its hard work driving to Newcastle for a weekend!!

Should have a report from Phil Pratt in next months magazine.

### **Test and tune day trivia –**

Col Merz walked up and down the start grid all day and walked 11.5 Kms. Who said Hillclimbing didn't keep you fit.

	Janu ary	Februa ry	March	April	May	June	July	Augu st	Sept ember	T otal
C.Merz		11	49	62	16	47	11	2	12	210
D.Yates	1	11	43	47			11	11	11	135
T.Bennett	4	13	22	17	14	26	13	2	1	112
J.Merz			10	35		30	10	10	10	105
A.Donne	1	5	33	41		1	11	4	1	97
A.Oldfield	1	1	31	36	1	21	1	1	1	94
T.Ballard Jnr	1	11	21	32	1	16		11	1	94
M.Roach	1	11	37	31	1		11	1		93
T.Ballard Snr	1	11	21	22	1	16	1	11	1	85
J.Stewart		2	13	31	6	12	11	1	6	82
J.Templeton		5	5	21	6	22	11	1	6	77
A,Merz		6	9	22	5	17	5	1	11	76
K.Edwards	1	1	11	20	1	26	1	11	1	73
B.Fox		2	14	27	1	15	1	11	1	72
K.Berry			26	26	6	1		11		70
W.Roach		6	25	21			1	10		63
A.Hyde		1	17	26	1		6	11		62
L.Nolan	1	6	12	12	1	12	11	1	1	57
P.Anderson		1	13	20	1		11	1	1	48
P.Grellis		6	6	26	1	1	1	5		46
B.Bennett	1	1	11		1	16	1	11	1	43
T.Devries		5	2	30		5				42
M.Edwards			11	21				10		42
G.Richardson	1	1	8	26	1	2	1	1		41
J.Yates			10	21				10		41
M.Roberts		2	3	7		16	1	7	1	37
J.Eather			15	21						36
A.Charlton					6	12	11	1	6	36
G.Charlton					6	12	11	1	6	36
E.Richardson		1	10	1		11	1	11		35
P.Wyatt	1		5	20		7				33
N.Trama			10	21						31
D.Stewart		2	7	6	1	6	1	1		24
M.Daus						10		11	1	22
M.Hilhorst	1	1	2	1	1	1	1	6		14



THOUGHT FOR THE DAY>

In 2002, five times more money was spent in the USA on breast implants and Viagra than on Alzheimer's research.

Presumably, we can predict that in 30 years time there will be a great number of people walking around with huge breasts and erections, unable to remember what to do with them!



**HAVE YOU GOT YOUR SDMA HAT, T-SHIRT, STICKER and of course – your number plate frame - its time you did. For those of you who haven't purchased these important items the prices are shown below.**

Hats	\$15.00	SDMA cloth patches	\$5.00
T-shirts	\$20.00	Number plate frames	\$8.00 pair
SDMA Stickers (when available)		\$1.00	

Samples will be brought to the club meetings each month for sale and all merchandise will be on display and sale at our events

**IF ANY OF THE ADVERTS ARE NO LONGER APPLICABLE PLEASE LET ME KNOW – Barbara**

For Sale

13" Slicks – Old and hard (Can be grooved) \$ Make an offer  
Tom Ballard 6249 7834 or 0410 624 700

For Sale

Driving boots 'Eastman' by Puma – all leather, good condition, size ?  
Smallish \$45 Ph: Tom 62497834

For Hire

Tyre groover - \$50 plus cost of blades.  
Tom Ballard 6249 7834 or 0410 624 700

		<b>Gemini Club Car 1600</b>	
<b>Block</b>	1600cc	O ringed high volume oil pump	
<b>Crank</b>	Balanced	Shot peened	
<b>Rods</b>	Balanced	Shot peened	Beam polished
<b>Pistons</b>	Balanced	Forged Flat tops	
<b>Head</b>	1600	O ringed	Double valve springs (Manley)
		Slight porting	Big valves
<b>Cam</b>	Camtech	Double row timing chain Adjustable top gear	
<b>Carby's</b>	Webbers	45mm	
<b>Gearbox</b>	Standard	With remote quick shift	
<b>Clutch</b>	RPM	Ceramic Brass Button	
<b>Diff</b>	Locked	3.90	
<b>Brakes</b>	Front	ECB Kevlar	Rear Comp linings
<b>Cage</b>	Bond	Six point alloy	
<b>Seat</b>	OMP	Full wrap around i.e. same as Group A	
<b>Harness</b>	RPM	Four point	
<b>Suspension</b>	Front	King springs short travel shocks	Heavy sway bar
	Rear	Fully adjustable camber/caster	Standard springs lowered Standard gas shocks
		Wakefield old circuit	1.18 Fairbairn hill climb 52.6
		<b>Ready to race</b>	
		\$6000 ono	
		Contact Michael Roach 6299 6572 or 0418 661498 or see him at the track.	
		<b>CONGRATUATION TO MICHAEL AND WENDY ON THE BIRTH OF TEGAN</b>	

**NEED NEW ROD ENDS ?**

Ian Trehwella from the Wheel Chair Factory can supply club members with USA manufactured Aurora rod ends. The rod ends are manufactured in various grades from the two piece General Purpose Economy to the three piece PTFE lined Chrome Moly units. They are available in male and female, left and right hand threads. Metric rod ends are also available.



## Car Torque

We specialise in High performance and Race brakes. We also have a specialist fabricator on site, manufacturing roll cages and other related items, in either steel or alloy.

Bill and Phil Ph: 6280 8067  
Car Torque ON LINE  
[www.cartorque.citysearch.com.au](http://www.cartorque.citysearch.com.au)  
E'Mail - [cartorque@interact.net.au](mailto:cartorque@interact.net.au)

### **LJ TORANA SPORTS SEDAN – for Sale**

Mid-mount Hemi 265 4.3L  
4 spd Muncie  
Floating Salisbury with 2 additional diff ratios  
12" vented and drilled disks, 4spot front, 2spot rear  
Full alloy cage, wing, 1/2 Fibreglass body  
15 x 10 rims  
includes dual axle car trailer  
only needs tyres to race (you always hear this one but it's for real this time)  
\$8500.00 ono  
  
Ph. Philip 0428 747 686

### **Calendar of events for 2002 – As at 10/09/2002**

October	<b>15<sup>th</sup> Monthly meeting.</b>	<b>SDMA</b>	<b>Belconnen</b>
	<b>19<sup>th</sup> Working Bee</b>	<b>SDMA</b>	<b>Fairbairn</b>
	20 <sup>th</sup> (State round)	MGCC	King Edward Pk
	<b>27<sup>th</sup> Hillclimb</b>	<b>SDMA</b>	<b>Fairbairn Park</b>
November	<b>19<sup>th</sup> Monthly meeting.</b>	<b>SDMA</b>	<b>Belconnen</b>
	<b>23<sup>rd</sup> Working Bee</b>	<b>SDMA</b>	<b>Fairbairn Park</b>
	<b>24<sup>th</sup> Hillclimb</b>	<b>SDMA</b>	<b>Fairbairn Park</b>
December	<b>17<sup>th</sup> Monthly meeting</b>	<b>SDMA</b>	<b>Belconnen</b>

## **Southern District Motorsports Association**

### **Minutes of General Meeting – 17 September 2002**

Meeting opened: 7.47m

#### 1. Apologies:

Kelvin Berry, Dave Stewart, Andrew Merz and Geoff Richardson.

#### 2. Minutes of previous meeting:

Accepted: Matthew Roberts. Seconded: Col Merz.

#### 3. Correspondence in:

- Email from CAMS about NSW Hillclimb advisory panel
- Email from CAMS NSW State Manager re: First aid officer
- Email from Thornleigh CC about cancellation of Wakefield Park meeting
- Invoice from Fairbairn Park about rent
- Email from the Jensen CC about hiring SDMA track in Easter 2003
- Email from Master Games re: entry fee for November 2003 event
- Supp. Regs returned from CAMS

#### 4. Correspondence out:

- Club Newsletter for September
- Critical task list for AMG

- Supp. Regs for test and tune day
- Paperwork for October 27 event
- Email to St John's ambulance re: future events

#### 5. President's report

John mentioned grant applications to the Department of Sport and Rec. They require audited financial statements and acquittal of the last grant by the end of the week. **Geoff R. to follow this is up.**

John advised that bids had been put in for GMC 400 equipment (curbing, conveyor belting, plywood sheeting, Armco).

#### 6. Secretary's report

David reported on the 'test and tune day'. SES will be covering first aid on the day. The fee for the test day on 22 September will be \$70, there will be no sound monitoring and no timing. There will be 4 x 10 minute slots per entry. Entries can include 2 cars and 2 drivers. Entrants must sign a disclaimer form, have club membership, have CAMS licence and normal safety equipment. No passengers will be allowed.

David said that CAMS had agreed to a remote (via email) representative to go on the Hillclimb panel. **David will speak to Anthony Hyde about this.**

There is a track maintenance day on Saturday 21 September. David updated club members on a track inspection completed by a hot mix expert. **Tom Ballard Snr will chase up information on a small sweeper.**

#### 7. Magazine Editor's report

Barbara advised that the newsletter for September had gone out just prior to the club meeting. **This month's lucky volunteer to**

**provide an article for next month's newsletter is Phil Pratt.** John T congratulated Barbara on this month's newsletter.

#### 8. Club Captain's report

Terry advised that pointscores for club membership were in the club magazine along with information on how the system worked. Terry gave an update on the Hillclimb championship, Peter Gumley was the winner.

#### 9. Membership secretary's report

SDMA has 88 club members. This is comprised of 50 individuals, 30 family and 8 officials memberships.

#### 10. General business

Tom Ballard Snr mentioned that he has ordered 10 navy jackets (medium only). They will have the club logo and will cost approximately \$30. **Contact Tom B if interested.**

Tom Ballard Snr advised that there was an article about the dragway protest at Legislative assembly in Motorsport News. **He will pass this onto Barbara for inclusion in the next club magazine.**

Leon said that it is anticipated that the Minister will approve 28 noise credits for Fairbairn park complex for next year. 18 noise credits will go to SDMA and .5 noise credits will be accepted. There was general discussion about the way to use noise credits. **David will speak to CAMS about having a test and tune day on Saturday and then a hillclimb on the Sunday after.**

Meeting closed 8.42pm.

