

Over The Hill And



Round the Bend

Southern Districts Motorsport Association
PO Box 1484
Queanbeyan NSW 2620

Email: hillclimbSDMA@hotmail.com

Newsletter OCTOBER 2003

REMINDERS

Next Hillclimb 5th October – Kelly Edwards is the event Secretary – if you can volunteer to help call David Yates or Andrew Oldfield

Wollongong Sporting Car Club – Hillclimb Sunday 26th October at Huntley Hillclimb (Dapto) – Terry has info. and a copy of the entry form and sup regs.

CONTACTS

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General Members	Leon Nolan, Col Merz, Tricia Charlton and Ian Wise	

As always if you have anything to contribute to the newsletter please send it to us at tandb@actewagl.net.au or phone us on 62887207.
Barb and Terry

President's Report

Looming very large on the SDMA horizon is the Masters Games HillClimb next month (Sunday 2 November).

This will be the first time that hillclimbing has appeared on the Masters Games list of sports, which is great credit to the club.

The Masters Games will bring thousands of athletes to Canberra for 10 days from Friday 31 October to Sunday 9 November. 54 sports are on offer (including ours) and we will be competing with well established team sports such as rugby, hockey, netball and cricket as well as individual pursuits such as shooting, golf and rockclimbing.

So we will be showcasing our sport to an audience which will be very keen about their own sport(s).

SDMA will be working on both the Saturday (1 November) and the Sunday (2 November). On Saturday the track will be open from noon to 3 pm for pre-event scrutineering, with the opportunity for competitors to walk the track if they like. We will also run a sausage sizzle on the Saturday (with sandwiches and other healthy options added).

54 drivers have entered for the hillclimb of whom only 15 are SDMA members, so Sunday should be a very enjoyable day watching a large number of 'new' cars and drivers from as far afield as South Australia and Victoria.

Club members who aren't competing might like to come out to swell the ranks on the spectator mound and show our visitors they are welcome and that their efforts and skills are appreciated.

All in all, it promises to be a very good day - good for the sport and good for the club. See you there!

Special thanks

A very big thank you to David Yates, Geoff Richardson, Paul Grelis and Col Merz for all their work in preparing and pouring the slab in the barbecue area over the last two weeks.

A very special thank you also to Graham Charlton for acquiring and helping install the metal sidewalls on the barbecue area, which will keep out the gales we've been experiencing lately. Thanks as well to Tony, Patricia, Leon and Steve for their help at the track maintenance day last Saturday.

John

How Blue was my Volvo

This is not another saga about cars whose name starts with "V".

Laurie Garth wrote after our Riverina Run (in stone motherless last place), I was very quiet, this is true.

I am a quiet bloke, a few whiskeys will remove the block on the vocal cords and tongue, I am working on the idea that it is better to be thought stupid, than to open the mouth and prove it.

Enough said about the Riverina event, this was the first outing in a fair dinkum event, I had participated in a local observation run in the "new" Volvo before, only collecting the prize for the most original answer for noting there wasn't a Bear on my left as I crossed the Tharwa bridge.

This Volvo is roomier than "Pepe Le Blue" and nearly as fast, no surprises as it carries the same engine, gearbox and OD from the old 122S. Our next event was run by the Australian Historic Rally Group, "The Lake George revisited Economy Run" starting at Warragamba Dam to Goulburn, then Goulburn to Mittagong for the nosh up.

I start from home at 4.30am, pick up Peter Lambie (who is navigating for me) at Evatt (Suburb of Canberra) and drive down the Federal and Hume Highways to the start. At Warragamba Dam I full up the tank for the run to Goulburn. We are car No. 14. We drive to Goulburn via old roads used years ago in KLG and car club trials, a pleasant reminder of past events before they were called historic.

We used 24.51 litres of LRP for 200.63km, for equal 1st place in the Economy run with Garth Taylors Jaguar.

The next section is return to Mittagong via, Bungendore, Bungonia, Marulan, Bundanoon to Bowral where we fill up again, 24.40 litres this time, distance is 263km, this wins the class. We also cleaned the observation sections, along with a Lancer in the next class. I was pleasantly surprised we were declared equal winners of this event, I was very quiet after this day as well, because I was a bit knackered and we still had to drive home for the next 2 hours.
Brer Fox

Event Report

On the 24th of August we had 51 entries it was one of the biggest club meetings we have run in while. Phil Pratt had the quickest time of the day with a time of 52.99 in the kart with only one run, most drivers did two runs and most of the second runs were slower than their first, every one seemed to behave themselves under circumstances.

I would like to thank the person who organized the TV crew to be there. Please do it again. It showed there are more cars in our club than just a green Datsun. We got a small amount of air time on the Monday night local news on WIN, it showed several cars such as an orange Escort, a sideways Mazda going around one tree and a few others.

At first I thought it was John Stewart driving then I realized he was standing close to me I guess like father like son.

I would like to thank all the officials, canteen staff, flaggies and anyone who else helped out. I would like to thank Michael Roach for recovering the skyline out of the pits after I bogged it. The bumper bar was only clipped in, it was the only recovery was needed

Tony

Rob Roy Hillclimb Club Challenge Round 2 – 14 September 2003

As I was travelling to Melbourne over that weekend I decided to cart the old Datto down with me and have a go at this climb.

Rob Roy is at Christmas Hills, on the Eltham to Yarra Glen Rd about 20k from Eltham and not much further away from Montmorency where I was staying.

The track is 695m long – starts with a straight bit similar to Fairbairn then a rather tight right turn followed by a straight bit then you hit the wall which continues for the rest of the course (probably 3-4 times the length of our hill and a good bit steeper with 3 mild bends thrown in to keep up your interest). At top, the road quickly flattens out and you can't see the finish as you go over the hump (a leap of faith). Then maybe 100m to stop and turn onto the return road, which takes you to the bottom of the hill. You then return to the pits via the bottom bit of the track – with a flaggie to direct you when safe to go.

On the straight before you hit the hill you can get up a fair speed – the Datto was doing around 6000 in third (around 130k) you hit with a whack as the road goes from a slight down hill incline to a 1 in 3 gradient climb in a few metres then its climb till you hit the finish line – the Datto still in third doing

around 4000 (around 95k). Some of the lower cars were scraping bottom at the start of the climb.

This is where to power comes in – they give you a split at the bottom of the Hill – the fastest car did the split in 17 and finished in 23.95, the Datto did it in 20 and finished in 32 secs

This track is less technical than Fairbairn and the name of the game is heaps of power.

The FTD was done by an open wheeler (Piranna P3) in 23.95 – the Datto did a 32 and as a comparison Clubman's were going up in 28/29's.

They have a large display screen at front of the timing box so you can see a cars time (including splits) from anywhere in the pit/spectator area

We got a familiarisation run – a neat thing to do all cars do a procession at road speed to get an idea if the track, followed by a practice run (timed but doesn't count) then 3 timed runs. Not bad considering they had 100 entrants.

Maybe we should consider a familiarisation run – it would let new drivers check it out and also maybe get rid of dirt/dust etc before we run.

The weather on the day was terrible, even worse than our last wet climb – if anyone saw Sandown then you know what I mean – my first run was during a hailstorm, the second relatively dry and the third pouring rain. I would like to have another go on a warm dry day.

The climb is very Historic – dates back to 1937 and has hosted many famous names in its time including Walton, Hollinger, Hunt, Whitehead and Beechey (Beech was there in a black camaro), but didn't compete.

Its operated by the Vic. MG Car Club who did a great job and were happy to have a Canberra entrant. A wide variety of clubs were invited including Porsche, Mini, Renault and Peugeot.

If anyone gets the chance to run at Rob Roy then go for it, guaranteed to be a lot of fun

Leon

A Scrutineers Report

On scrutineering John Citizens race vehicle we concluded that to let him loose on our track, we would have to call the scrap metal dealer to pick up the whole shebang after the 2nd lap of competition. His recovery in hospital would send his Health fund bankrupt.

Therefore I refused to sign his obviously forged or stolen log book and let him compete at our facility. To let him down gently we advised him in writing that we did not have a class to suit his vehicle or the preparation thereof (In plain English please get his heap of crap out of here quickly).

Scrutineering found loose steering wheel, (nut missing), brake pedal goes to the floor due to lack of fluid, pads too thin, oil leaks from the engine or running no gaskets on sump joint. Helmet has gelcoat missing over 10% of surface, chinstrap frayed, date of manufacture: during Roman occupation of Britain. Racing overalls had more holes than he has protrusions to put in them. Four tyres, not one the same as the others, radials, crossply and wrong sizes

Suggested repair; burr over steering shaft to stop steering wheel coming off in hands during run. Bend brake pedal to clear floor, make hole in floor to put left foot through to help slow car. Paint helmet in garish colours, find rope to replace chinstrap, change Roman numerals to modern type. Grow 2 more arms and 3rd leg to fit overalls. Find 4 of same size and make in tyres, and put his old ones in the tyre wall.

The version to put to CAMS for promotion to next grade scrutineer. We suggest the competitor goes away to his pit and repairs the faults we found on his vehicle and to return to scrutineering when rectifications are completed. We explained that we don't want his family to blame us for his accident because we let him use an unsafe vehicle for our competition.

The Grade 3 scrutineer needs to be patient in explaining why the vehicle does not comply with the regulations laid down. To have a sound knowledge of the CAMS manual as well as engineering, welding is required, along with a good memory for stories told by competitors to explain the reasons why the scrutineer has less understanding of mechanical suitability than the competitor. He should keep his cool during times of stress and stick to his guns if, in his considered opinion, the vehicle is unsafe.

Name and address supplied but suppress for safety reasons.



"Due to earlier than expected opportunity to rebuild Duffy house, I will have less time and even less money than before (I had next-to-none before) and little opportunity to work on Clubman project. So it is again offered for sale, this time will consider separating.

The car is a home-built "Locost" (Westfield clone) and I have virtually all donor parts including two engines (Toyota 4A-GE and 4A-GZE). Frame is 90% complete, will finish welding if you are interested. Lots of work needed but little more to spend, roughly at the stage a basic "kit" would arrive in. Would make a great hillclimb car. Price with your choice of engines is \$4000 (recovering costs to date - no cost for labour input). Will consider separating.

Contact Geoff Hollins on 6275 6385 (W) or geoff.hollins@customs.gov.au"

FOR SALE: Adaptor, VW gearbox to 4 cylinder Ford, suit Formula Ford up to Zetec engines. With aluminium flywheel. Reasonable offers.
geoff.hollins@customs.gov.au or phone Geoff on 6275 6385

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

CALENDAR FOR THE REMAINDER OF THE YEAR

If you are anything like me you need reminding of club and other events, I know most of you will have your blue calendar in a prominent place (or the dates written in to your calendar) but for those of you who are not that organised here is the calendar for the remainder of the year.

Oct - Sun 5th Hill Climb – Fairbairn
 Tues 21st Club Meeting – Jamison
 Sat 25th Track Maintenance – Fairbairn

Nov - Sat/Sun 1/2 Masters Games Hillclimb – Fairbairn
 Tues 18th Club Meeting – Jamison
 Sun 30th Hillclimb – Fairbairn

Dec - Sat 6th Track Maintenance Day
 Sun 7th Hillclimb – Wakefield Park
 Sun 14th Christmas BBQ/Club meeting – Fairbairn 12 noon

Do you have the capacity to store a race car – I have had an inquiry from a member of Bathurst Light Car Club who has moved to Queanbeyan and would like to come hillclimbing but he is living in a unit and doesn't have anywhere to keep his car – he is able to pay a nominal amount for storage, give me a call and I will put him in touch with you if you can help.

The ACT Liberal Party are launching their Motorsport Policy on the 16th October at a venue to be decided. They are looking for cars to have at the announcement – if you would like some publicity and are prepared to supply your car and yourself for a short time please call Leon on 0418 247 024

SDMA Championship

Name	23-Feb	27-Apr	1-Jun	24-Aug	Total
M.Nordsvan	9	8	9	5	31
T.DeVries	8	8	9	4	29
Martin Crombie	9	8	7	4	28
M.Dunning	8	7	9	4	28
L.Nolan	8	8	6	5	27
T.Charlton	7	8	7	5	27
J.Stewart	8	7	9	2	26
D.Stewart	7	8	7	4	26
A.Kelman	8	7	6	4	25
G.Charlton	6	6	9	4	25
M.Notaras	8	7	5	5	25
A.Hyde	6	6	7		19
E.Wolfhagen	6	8		5	19
T.Moore		7	7	5	19
P.McKay		7	9	2	18
G.Richardson		6	9	2	17
C.Merz		7	6	4	17
S.Byrne		5	7	5	17
T.Smart		7	5	4	16
M.Ellem	7		9		16
B.Faux		7	9		16
P.Pratt		6	5	5	16
J.Edwards	7	8			15
A.Oldfield	7	8			15
D.Ellem	8		7		15
A.Merz		6	6	3	15
A.McGuinness		8	6		14
A.Donne	6		6	2	14
P.Charlton		6	6	2	14
P.Browning			9	5	14
J.Marinov	8	5			13
M.Roach		8		5	13
A.Hollins		8		5	13
J.Ewing		1	6	4	11
H.Brown	5	5			10
M.Suine		5	5		10
D.Suine		4	6		10
T.Bennett			6	4	10

L.Taylor			5	5	10
W.Scott			9		9
B.Fox		6		3	9
M.Wolfhagen		5		4	9
T.Cox	8				8
I.Wise	8				8
J.Tait		8			8
A.Towndrow			8		8
D.Yates		5		3	8
C.DeVries		5		2	7
Dave Grlic	7				7
P.Blyth	7				7
J.Guetaya		7			7
C.Tozzi		7			7
D.Scott			7		7
M.Neal			5	2	7
B.Stefaniak	6				6
L.Smith		6			6
L.Wise	5				5
K.Wise	5				5
A.Tozzi		5			5
I.Smith		5			5
P.Anderson			5		5
J.Phillip				5	5
C.Griffin				4	4
B.Bennett				3	3
I.Maddock				3	3
B.Fenmick				3	3
I.Salins				3	3
M.Cadwell				3	3
S.Sheard				3	3
A.Reardon				2	2
A.Maddock				2	2
D.Nordsvan				2	2
B.Durack				2	2

Club Pointscore

Name	January	February	March	April	May	June	July	Aug	Total
D. Yates	11	22	46	12	26	31	21	22	191
C. Merz	10	20	56	7	31	24	11	11	170
A. Donne		17	46	14	21	32		11	141
J. Merz		10	65	10	10	30	1	10	136
J. Templeton		11	40	15	27	11	11	1	116
P. Grellis	10	11	15	10	11	10	11	33	111
Patricia Charlton		10	20	2	11	17	11	37	108
G Charlton	11	7	25	2	21	15	11	12	104
T. Charlton	11	7	25	12	21	2	11	12	101
K. Edwards		11	26	16	6	21	1	16	97
I. Wise	1	11	35	0	11	10	11	1	80
J. Stewart		18	11	10	17	5	6	13	80
A. Hyde		17	21	11	11	12	1		73
B. Fox	2	4	12	12	1	6	2	33	72
B. Bennett	1	5	20	1	1	11	1	26	66
P. Anderson		1	20	1	1	32	1	1	57
L. Wise		12	10	0	6	10	1	16	55
J. Hawkins			20	1	1			31	53
J. Yates			20	10		10		10	50
Rae Ryan		10	30					10	50
Andrew Merz		10	11	1	10	13	1		46
A. Oldfield	1	12	10	4	6	11	1	1	46
A. Towndrow		4	6	2	1	6	8	18	45
J. Edwards		1	10	1		10	1	20	43
K. Berry		1	20			10	1	11	43
L. Nolan	1	2	5	2	1	22	1	7	41
John Eather		10	5	5		5		10	35
T. Bennett	1	4	9	1	11	2	2	3	33
G. Richardson	1	11	10	2	1	5	1	1	32
M. Daus	1	11	10	5	1	1	1		30
T. DeVries		1	25	1		1			28
M. Roberts		1	10	10		1			22
P. Hietanen		13	1	1	1	2	2	2	22
S. Byrne				7	5	1		7	20
M. Roach		11		1	5		1		18
D. Stewart		3	6	1	5	1	1		17
T. Ballard Jnr		2		5	6	1	1	2	17

M.Edwards			10	5			1		16
J. Fox								15	15
M.Dunning		1		1	10	1			13
H.Hilhorst		1		10		1			12
M.Hilhorst		1		10		1			12
L. Taylor						1		10	11
B.Durack						10	1		11
E.Wolfhagen		2	2	6		1			11
C.Carling					10				10
P.Bruce		10							10
W.Roach				10					10
Y.Wise			10						10
B. Power								10	10
T.Ballard Snr	1	1		1	5		1	1	10
A.Hollins	1	2	1	2		1	1	1	9
I.Smith		2	1	2		2	1	1	9
M.Wolfhagen			1	7					8
P.Pratt		3	1	1		1		1	7
M.Notaras		1	1	4		1			7
W.Burdon		2	1	1			1	2	7
T.Smart				2	1	2	1		6
P.Browning				0	2	2	1	1	6
K.Wise	1	4							5
J.Ewing				1		2	1		4
M.Macfarlane	1	3							4
M.Nordsvan		1	1	1		1			4
T.Moore				1	1	2			4
A.Kelman		1		1		1		1	4
H.Ruuskanen		1		0	1		1	1	4
M.Crombie		1		1		1		1	4
B.Faux				1	1	1			3
A.McGuinness				1		1			2
D.Ellem		1				1			2
D.Suine				1		1			2
H.Brown		1		1					2
M.Ellem		1				1			2
M.Suine				1		1			2
P.McKay				1		1			2
M.Hogg						1		1	2
M.Reardon				0	1			1	2

A.Kerslake						1			1
A.Tozzi						1			1
B.Stefaniak			1						1
C.DeVries						1			1
C.Tozzi						1			1
D.Grlec					1				1
D.Scott							1		1
J.Gribbin					1				1
J.Guetaya						1			1
J.Marinov						1			1
J.Tait						1			1
K.Harrison					1				1
L.Smith						1			1
M.Lukic						0	1		1
M.Neal								1	1
M.Sattler								1	1
N.Kerslake						1			1
P.Blyth					1				1
S.Sheard								1	1
W.Scott								1	1

The doctor, who had been seeing an 80-year-old woman for most of her life, finally retired. At her next checkup, the new doctor told her to bring a list of all the medicines that had been prescribed for her. As the young doctor was looking through these, his eyes grew wide as he realized she had a prescription for birth control pills.

"Mrs. Smith, do you realize these are BIRTH CONTROL pills?!" "Yes, they help me sleep at night."

"Mrs. Smith, I assure you there is absolutely NOTHING in these that could possibly help you sleep!" She reached out and patted the young Doctor's knee. "Yes, dear, I know that. But every morning, I grind one up and mix it in the glass of orange juice that my 16 year old granddaughter drinks... And believe me, it helps me sleep at night!"

Looks like we might have the CAMS State Manager in Canberra to help with the presentation of the Medals at the Masters Games.