



## Over The Hill And Round the Bend

Southern Districts Motorsport Association  
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Newsletter DECEMBER 2003



### **CHRISTMAS PARTY** **SUNDAY DECEMBER 15<sup>TH</sup> 12.00PM** **AT THE TRACK**

**- THE CLUB IS PROVIDING THE FOOD SO CALL PAUL GRELIS ON 62992999 before 10<sup>th</sup> DECEMBER AND LEAVE A MESSAGE TO LET THE COMMITTEE KNOW HOW MANY PEOPLE WILL BE ATTENDING**



#### CONTACTS

|                     |  |              |
|---------------------|--|--------------|
| President           | John Templeton                                     | 6287 1925    |
| Vice President      | Andrew Oldfield                                    | 0408 308 490 |
| Secretary           | David Yates  | 6238 2259    |
| Assistant Secretary | Kelly Edwards                                      | 0422 760 729 |
| Treasurer           | Geoff Richardson                                   | 0419 489 369 |
| Public Officer      | Paul Grellis                                       | 6299 2999    |
| Club Captain        | Tony Charlton                                      | 6278 4988    |
| Magazine Editor     | Barbara Bennett                                    | 6288 7207    |
| Publicity Officer   | Andrew Towndrow                                    | 0417 491 343 |
| Membership          | Terry Bennett                                      | 6288 7207    |
| General Members     | Leon Nolan, Col Merz, Tricia Charlton and Ian Wise |              |

Merry Christmas

As always if you have anything to contribute to the newsletter please send it to us at [tandb@actewagl.net.au](mailto:tandb@actewagl.net.au) or phone us on 62887207.

Barb and Terry

#### **President's Report**

#### **Event Secretary's report – Hillclimb 30/11/03**

*Before I start on reporting on the event I would like to say a HUGE thank you to the club members who volunteered on the morning to assist as officials at this event, without your assistance the event would not have taken place. To our club members who want to race but are not prepared to volunteer – remember if you assume that other members will volunteer to assist with the events there will come a day when none of these volunteers will be available and there will be no event for you to compete in.*

We started the day with 36 entries and finished the day with 44 competitors and what a great day it was. Our second double lap event for the year and everyone appeared to enjoyed it. We had several really good class competitions, with 6 vehicles entered in the SV 3000+ category, 8 in Type 3 2001-3000, and 6 in the Type 3 3001+ categories, 3 ladies competed in the ladies class and we are still looking for more females to increase the competition. Lizzie and Peter had to withdraw due to mechanical failure, Phil was having trouble with the Kart, Marcus and Steve both had “offs” a few others left dust in their wake but thankfully there were no major accidents. Welcome

to the 4 new club members who all seemed to be having a great time, thank you Damon for making the trip up from Nowra for the day.

The weather held for us – a few spots of rain but nothing to cause any problems, it was a relief after the rain/hail of recent events that we have held. Once again we had a number of families competing, the Charltons, Merz, Stewart, deVries, Bennett and Shead/Burton's.

I look forward to seeing you all in the new year at our events, as our local competitors probably know I will be competing more next year and working less as Event Secretary so bring on the volunteers that we desperately need for the coming year.

Many thanks to our CAMS officials for the work they have done this year.

Barbara

### **Remaining in Control.**

*by John Stewart*

*I must first of all temper the following remarks with the observation that we can all make driving errors due to: distraction, bravado, lack of experience, simple incompetence or just over-exuberance. I have been guilty of all of these on more than one occasion (and some might think that I demonstrate most of them at most events).*

*However, over the past few events I have been a bit surprised at the number of (usually harmless) spins demonstrated by a few of our entrants. Some of these incidents seem to be due to inadequate car control, possibly resulting from insufficient knowledge of basic vehicle dynamics. The level of experience of the various drivers involved in these incidents has ranged from newcomers to highly experienced State level competitors. Therefore it's quite clear that we can all improve, we just need to know how.*

*This has led me to try to explain a little about vehicle dynamics (because I only know a little!). I'd like to encourage drivers to explore various avenues of driver training so as to be able to recognise a potential problem as it arises, rather than wait until after the situation has become irretrievable.*

*It is imperative that drivers gradually develop a feel for what a car is doing, or (preferably) about to do, before trying to go faster. The most vital skill to develop is the ability to feel (through the seat of the pants) the point when a car is about*

*to exceed its threshold of adhesion in braking, cornering, or acceleration out of a corner. The key to fast times is to get as close as possible to this threshold of adhesion **without actually exceeding it** (unfortunately, the easiest way to find the threshold of adhesion is to exceed it!)*

*Those who have recently exceeded this threshold of adhesion will be able to clearly recall a number of clues that might have forewarned them of the impending disaster:*

- a. the steering suddenly felt very light and unresponsive;*
- b. the brakes were locked on with blue smoke pouring from the tyres but the vehicle failed to slow or steer and;*
- c. for reasons beyond your control, the view through the windscreen seemed to flash from left to right and back again (showing track, bush, track, bush, followed by trees, grass and sometimes a shower of tyres raining down upon you).*

*In short, no matter how hard you looked toward where you wanted to go, the vehicle seemed to have other ideas.. But above all, the most vivid memory will be the "Pucker Factor". Without being too indelicate, the degree to which the fundamental orifice starts to pucker up is how you truly know how much trouble you're really in.*

*For those who have had such a scary experience, it can be very useful for future reference if you can analyse it to work out what you did wrong, and therefore what you could have done right and might try next time. As I have already said, in order to go quicker safely, it is useful to have some idea of what to do when you exceed the threshold so you might avoid a disaster.*

*So how can we learn what to do when this mysterious threshold of adhesion is reached? I am fortunate to have been able to gain a lot of experience in judging the grip threshold over many years of loose surface driving in dirt track racing, motorkhanas, rallying etc. I have therefore been able to hone my skills to the extent that I can (usually) feel the loss of adhesion and take immediate corrective action before the situation gets completely out of hand. Others in the club with much more loose surface experience than myself include: Pedro Hietanen, Heimo Ruuskanen, and Jon Waterhouse. Their experience enables them to also be the most spectacular drivers; with occasional huge sideways slides as they explore the limits of adhesion. While this style is not always the fastest on bitumen, it is certainly fun and very spectacular.*

*Many of our entrants have not had the benefit of this experience and, unfortunately, the necessary skills cannot be learnt from just reading a simplistic article like this.*

*The only way to learn is to experience the condition. And the only way to experience the condition **safely** is in a low grip, low speed situation on either a*

Merry Christmas

skidpan or else in a private paddock on wet grass or gravel. PLEASE DO NOT TRY THIS ON THE NEXT WET PUBLIC ROAD YOU FIND!

**Things to learn and practise in a (SAFE) low grip, low speed situation:**

- a. **Threshold braking.** If you lock up the brakes and then turn the steering wheel the vehicle **will not steer at all!** It will simply continue straight ahead (understeer), until you either finally come to a halt or else hit something (or both!). However, if you simply ease the brake off slightly until the wheels just unlock (ie teetering on the threshold of grip), then you will be able to steer again. You may still be going too fast, but at least you now have some control over the vehicle and also your own choice of accident (ie you now get to choose what you either hit or avoid). **Master this threshold braking and you will be able to improve your lap times by braking later - perhaps right up to the apex of the corner. But get it wrong and you will run off the track!**
- b. **Correcting oversteer** (ie when the rear of the car loses traction and slides out on a corner, thus steering too much). This is most prevalent in rear wheel drive cars under acceleration while exiting a corner. We have probably all seen the old road safety tips about "steer in the direction of the skid". While this is absolutely correct advice, it is also unfortunately only tells half the story. You must commence applying opposite steering lock **the instant** the slide commences (as felt through the seat of your pants) and then take off the opposite lock **the instant** the slide stops. If you have to wait until the scenery through the windscreen starts to change to realise that the slide has commenced, then it is already too late! Failure to make either of these correction actions at the right time **will** result in a spin, the only difference will be the direction in which you spin off. Get it right and you will make a smooth transition from sideways to straight. Get it wrong and you will make a very sudden transition from sideways in one direction to even more sideways in the other direction - this is what rally drivers call a "Scandinavian flick" (when they do it intentionally to get around a very tight corner on dirt). Try correcting sideways slides in a safe low speed, low grip situation until you master it. But remember that the faster you are going when it happens, the faster your correction reactions must be. **Master this and you will improve your times by confidently getting onto the throttle earlier as you exit a corner.**
- c. **Correcting understeer** (ie when the front of the car loses traction and slides wide/straight ahead on a corner). If you arrive too fast into a corner and suddenly turn the steering wheel, the car will be inclined to go straight ahead scrubbing the front tyres across the track surface. While this can also happen in any vehicle while exiting a corner, it is most prevalent in front wheel drive vehicles under acceleration. The only remedy is to ease off the throttle and gradually regain steering

control. Do not apply the brakes or you will (very suddenly) revert to the situation described at point a. above. **Master this and you will you will improve your times by being able to arrive at a corner as fast as possible while still being able to turn in without understeering.**

I hope this short article encourages every competitor (and indeed every club member who drives on the road) to take advantage any driver training that becomes available to them.

I recall some time ago that the committee, with the kind assistance of Ted Moore (a highly skilled advanced driving instructor), was trying to organise access to the skidpan next door to the track for some driver training. If this plan come to fruition it will be a great opportunity for all of us.

If you want to know who the Club Person and the Club Champion for 2003 are you will have to come to the presentation at the Christmas party or wait until the pointscore appears in the first magazine for 2004.

**Message from the Editor**

I would like to thank the members who have made contributions to this years newsletters, Without your input the magazine would have been considerably smaller. Thank you John Templeton for arranging the photocopying of the magazine and thanks to Terry for putting up with my bad moods at all hours of the night when I am writing the magazine and for helping with the distribution of the magazine. A lot of time goes into the production and distribution of the magazine so every assistance is appreciated.

I wish all the members of the club, their families, friends and all the people who have put in many hours to make our club as successful as it has become, a very happy and safe Christmas and I look forward to being in contact with you all in the new year.

Barbara

Merry Christmas

## Vehicle categories and classes:

**Type 1 / 2** Road registered cars with limited modifications

**Type 3** Modified cars including 3J Club Cars as per the CAMS Manual

Classes for Types 1-3 are: 0-1600cc 1601-2000cc 2001-3000cc  
3001cc and above

**Type 4** 3D Sports Sedans (as per the CAMS Manual) and all Type 1,2,3 or SV vehicles, with the exception of prototype or limited production vehicles, which uses racing 'slicks'

Classes for Type 4 are: 0-1600cc 1601-2000cc 2001-3000cc  
3001-6000cc

**Type 5** Open wheelers as defined under 1st Category Racing Cars (as per the CAMS manual), prototype and limited production vehicles fitted with racing 'slicks', Aussie Legend & Sports 1300 Clubman type vehicles

Classes for Type 5 are: 0-1300cc 1301-6000cc

**Type SV** Road registered kit cars (Lotus 7 Replicas, Cobras etc.). Limited compliance cars and 4WD Turbos running on commercially available tyres.

Classes for Type SV are: 0-3000cc 3001cc and above

**Rotary and forced induction** engines are subject to capacity multipliers as follows:

|                           |                    |
|---------------------------|--------------------|
| Rotaries                  | - multiply by 1.8  |
| Forced Induction          | - multiply by 1.7  |
| Forced Induction Rotaries | - multiply by 3.06 |

(Note: The organisers may re-classify any vehicle if they believe it is not eligible for the class in which it has been entered)

**Note: Type 1 and Type 2** If the compliance plate on your vehicle is stamped as a 4 or 5 seater then to comply with Type 1 or 2 the vehicle must have that number of seats in it when you compete.

## Eligibility Officer

Following on from discussions with the Committee and to assist scrutineers and competitors at Club events, Terry has volunteered to be the Eligibility Officer for the club. Terry will be at scrutineering for most events during the year to help club members who are not sure of the Type and Class that their vehicle should compete in. Terry will also be available by phone and email to assist club members who are considering modifications to their cars and want to know if the changes will change the category they race in.

The phone number for Terry is 62887207 and email is [tandb@actewagl.net.au](mailto:tandb@actewagl.net.au).

The committee had appointed an eligibility officer a couple of years ago but due to pressure of work he was not able to be at scrutineering.

Merry Christmas

For sale  
For sale

**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  |                     |             |

## **MAZDA RX7 - Ready to race**

Bridgeport 13B engine (rebuilt by Reliance Automotive)  
48 IDA Weber  
Limited Slip Diff (rebuilt by Reliance Automotive)  
Updated Gearbox (rebuilt by Reliance Automotive)  
Half roll cage  
Full harness  
14" x 7" wheels - two sets (one set for racing and one set for road)  
Falken Azenis competition tyres  
Pedders/Kings springs  
Air conditioning (yes seriously!)  
Road registered (3 months)  
CURRENT CLASS RECORD HOLDER  
WINNER - 2002 ACT HILLCLIMB CHAMPIONSHIP.

\$5,000.

John Stewart 62548247 (Home)

## **OBITUARY**

*Today we mourn the passing of a beloved old friend by the name of Common Sense who has been with us for many years. No one knows for sure how old he was since his birth records were long ago lost in bureaucratic red tape.*

*He will be remembered as having cultivated such valued lessons as knowing when to come in out of the rain, why the early bird gets the worm and that life isn't always fair.*

*Common Sense lived by simple, sound financial policies (don't spend more than you earn) and reliable parenting strategies (adults, not kids, are in charge). His health began to rapidly deteriorate when well intentioned but overbearing regulations were set in place.*

*Reports of a six-year-old boy charged with sexual harassment for kissing a classmate, teens suspended from school for using mouthwash*

*after lunch, and a teacher fired for reprimanding an unruly student only worsened his condition!*

*It declined even further when schools were required to get parental consent to administer aspirin to a student but could not inform the parents when a student became pregnant and wanted to have an abortion.*

*Finally, Common sense lost the will to live as the Ten Commandments became contraband, churches became businesses and criminals received better treatment than their victims. Common Sense finally gave up the ghost after a woman failed to realize that a steaming cup of coffee was hot, spilled it in her lap, and was awarded a huge settlement.*

*Common Sense was preceded in death by his parents, Truth and Trust, his wife, Discretion, his daughter, Responsibility, and his son, Reason,*

*He is survived by Two Stepbrothers, My Rights and Ima Whiner,*

*Not many attended his funeral because so few realized he was gone.*

*If you still know him pass this on, If not you can give him a second death.*

**Merry Christmas**

## **Minutes of SDMA Club Meeting – 18 November 2003**

Apologies: Marcus Wolfhagen

### **Correspondence in**

- Report on noise credit use for Fairbairn Park
- Minutes of NSW State Council of CAMS meeting 18 October
- Email from MoPro about '2003 chance of a lifetime/ car club partnership program
- NSW Motorsport OHS forum – 26 November
- Draft Motorsport meeting minutes 8 October

### **Correspondence out:**

- Draft Motorsport meeting minutes 8 October

### **President's report**

John congratulated all club members involved in the AMG, particularly committee members. Feedback from CAMS and from the General Manager of CAMS, Peter Tate, was very positive.

### **Secretary's report**

David called for volunteers for 30 November hillclimb.

David said he would be talking to the CAMS track inspector about curbing and then contacting Risto about getting this done. John thanked Risto for his generous offer to SDMA.

### **Treasurer's report**

As Geoff was absent John gave a quick update on SDMA finances. Martin Crombie asked how much it would cost to reseal the track. John said about \$100,000. The purpose of the capital account was to show the government SDMA can save money and contribute to any loan.

### **Publicity Officer's report**

Andrew T asked for feedback about AMG and any media members may have heard/seen about AMG.

Andrew T said he would conduct a similar media campaign for the 30 November hillclimb.

Andrew T asked what members thought about having dates included on any signage at the front of the track. Terry and David advised Clive was including this on the sign he was developing.

### **Magazine Editor's report**

Barbara apologised for not including AMG results in the magazine – a technical glitch occurred.

Barbara ran through a list of upcoming events:

- 23 November – Supersprint at Wakefield Park
- 23 November – Dapto hillclimb
- 30 November – SDMA hillclimb
- 6 December – Hillclimb at Wakefield Park
- 6-7 December – Bathurst supersprint

Andrew T said he would give Barbara an article for the next magazine.

### **Club Captain's report**

Tony said two records were broken at the AMG by Col Merz and Wayne Penrose.

Tony mentioned there had been an error in previous Driver's championship pointscore. Martin Crombie and Michael Nordsvan are equal first.

### **General business**

1. John said the next club meeting would be the Christmas barbeque at the track on Sunday 14 December at noon. Paul will cook and is coordinating other volunteers to cook, to allow the ladies to have the day off. **Please contact Paul (6299 2999) by Wednesday 10 December to advise numbers for the Christmas party.** Presentations for the Driver's and Club championship will be held on the day.

2. Andrew spoke about training officials. He said there will be a requirement from 2004 for all officials to be licensed by CAMS. If SDMA have no licensed officials events can't be run. Andrew stressed the need to get the CAMS licensing process underway as soon as possible.

Andrew discussed the procedure for officials to become licensed by CAMS. A sheet is available outlining the procedure. Grade 4 officials are able to run club events. Andrew also has copies of trainee license application forms and general officials license application forms.

Andrew asked CAMS licensed SDMA members to give him their officials license details and he will create a database of licensed officials.

Merry Christmas

*Anthony Hyde added being CAMS licensed was a good opportunity for SDMA members to officiate and gain experience at a wide range of motorsport activities at different venues.*

*3. Errol raised the issue of alternative insurance with AAA. Paul explained what had happened so far. Errol said he had recently been to a Historic meeting at Winton and they were insured by AAA. **Paul will follow up the progress of AAA insurance and report to the next committee meeting.***

*4. David said a calendar had been developed for 2004. He ran through the calendar and mentioned officials would be needed for the event at Easter which SDMA is running for the Jag Club.*

*There will be 8 hillclimbs (two of these will be two laps), 1 state round, test and tune days and 1 event run for the Jag Club. A printed copy of the calendar will be available at the Christmas party.*

*5. David went through details of the maintenance day tasks on 29 November. Martin Crombie queried whether the bottom tyre wall at the end of the hill was dangerous. David said the CAMS inspector had said the tyre wall was safe but a double line of tyres in front of the tyre wall may reduce the impact. Terry also said drivers could run off the old return road to the left of the tyre wall if they got into difficulties. The old return road would need to be cleaned up before this could be used. This could be announced as an option at the drivers briefing.*

*Andrew mentioned the tyre wall at the back of the above tyre wall. He suggested concrete pipe be installed in the culvert and then the tyre wall could be removed. David said this would be looked at.*

*Beb questioned the height of the new curbing in relation to track resurfacing. David and John assured members this had been taken into consideration by the committee.*

*Meeting closed 20:58*

## **RIVALRY**

On a tour of Australia, the Pope took a few days off to visit the coast for some sightseeing. He was cruising along the beach in the Pope-mobile when there was a frantic commotion just off shore. A

helpless man, wearing an ALL BLACK rugby jersey, was struggling frantically to free himself from the jaws of a 25 foot shark. As the Pope watched in horror, a speedboat pulled up with three men wearing WALLABY rugby jerseys. One quickly fired a harpoon into the sharks side while the other two reached out and pulled the blue semiconscious KIWI fan from the water. Then, using the long clubs, the three beat the shark to death and hauled it into the boat. Immediately the Pope shouted and summoned them to him. "I give you my blessing for your brave actions. I heard that there were some bitter hatred between Australian and NZ rugby fans, but now I have seen with my own eyes that this is not true." As the Pope drove off, the harpooner asked his buddies, "What was that?" "It was the Pope" one replied. "He is in direct contact with God and has access to all of God's wisdom." "Well" the harpooner said, "He may have access to God and his wisdom, but he knows f\*#k all about shark fishing. Is the bait holding up or do we need to get another one?"

the joke above has been doing the rounds – I hope you enjoyed it.

Merry Christmas

*Merry Christmas*