



## Over The Hill And Round the Bend

Southern Districts Motorsport Association  
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Newsletter APRIL 2004

### **TAKE NOTE**

*Double lap Hillclimb on the 18<sup>th</sup> April at Fairbairn*

*Thanks to the club members who worked hard to make the State Round another resounding success and thanks once again to the businesses who were prepared to put up sponsorship money for the classes and to DataVoice who once again were our major sponsors for the event.*

*The Committee has invited members to attend the monthly Committee meetings to see how things run. This is in the lead up to the election of Committee members in June/July. Committee meetings are held the first Tuesday of the month at Western Districts at 7.30pm.*

### **CONTACTS**

President	John Templeton	0409 624 895
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	

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. Reports and items of interest should be sent to us before the last day of the month. E.g. if you want an article included in the Magazine in April it must be received it by the 31<sup>st</sup> March

Barb and Terry

### **What a Ripper**

*On the 19<sup>th</sup> of March 2004, we started a trip to Victoria, in our Volvo 142S. The reason was to compete in the Victorian Hillclimb Championship at an historic venue, Rob Roy Hillclimb.*

*This hill was used by the Light Car Club of Australia, on 1<sup>st</sup> February 1937. The first Australian Hillclimb Championships in 1938 were held there and won by Peter Whitehead on an ERA (RIOB), time 31.46.*

*Since then times have reduced to 21.57 in 1996.*

*The surface was dirt in the early days, today it is sealed and not very wide. The track has a uphill start, car on rear wheel chock, 3000-3500 rpm drop clutch, 6 feet of wheelspin, feathering the throttle to get tyres to bite. 1<sup>st</sup> gear to 5000, change to 2<sup>nd</sup> while going right, corner closes up, then downhill and over the dam wall between Armco (water on left, big drop on right), next a very steep uphill and road goes left with 2 slight bends, but hard to see because of the steep uphill bit after the dam crossing, at last the finish line.*

*Saturday practice: My first run I was in 2<sup>nd</sup> all the way, running out of torque after the steep climb is over, lifted off too soon at or before the finish line. Down the very dusty dirt return road, stop and wait for the signal to use the bit of the track over the dam wall to return to the pits, also very dusty. Taking advice from local competitors and my own feel, I used 3<sup>rd</sup> gear on the next run and kept the foot planted until well over the finish line and improved at every run.*

*Peter Gumley arrived and was driven up the hill by Leo Bates a record holder at Rob Roy. Peter's first run was near the record but Andrew Howell driving a Pilbeam MP82 broke the record during practice, then Peter Gumley broke that record and so did Andrew Howell. The record now was just over 20 seconds for the 670metres.*

*Race Day: On Sunday we were scrutineered again and briefed by the Clerk of the Course, running order was explained and the battle commenced. Formula Libre started first, where Saturday left off. Second car up the hill didn't make it over the dam, spun between the Armco and needed to be removed to the pits. Peter Gumley lowered his time, Andrew Howell also lowered the record – two new track records in the first timed practice run. Peter held the record for 2 minutes. Peter Gumley as Australian Hillclimb Champion carried No. 1, but a Datsun 260Z with a 6699cc V8 engine and four wheel drive driven by the Victorian Champion was also No. 1 and did not give up his number, so Peter was No. 1A, probably in keeping with his alcohol consuming SCV. I front in class order, behind a Datto whose exhaust pipe raised a lot of dust right in front of me. Official practice on Sunday gave me a time of 33.18 on 40spi tyre pressure. Second run, 1<sup>st</sup> official, I managed to get in 2<sup>nd</sup> position from behind the Datto and lowered my time to 32.14, .05 from yesterdays final time. I decided to remove the aircleaner and coast down the return road and if I've broken my record (the only ACT entrant) to pack up and go home. Due time I fronted up at the head of the class, did a burnout, much to the surprise of the gathered crown and tore up the hill in 31.18 seconds.*

*This is the tale from Rob Roy, a ripper of a hill, you will need plenty of BHP or Kw, maybe a periscope windscreen. It is worth the trip down and I can recommend the hamburgers at lunch time as well as the track. By the way, the Outright record as I left was 19.09 to Andrew Howell. Peter Gumley, the only NSW entrant was on 19.3 or 19.4.  
BVD BF*

### **NSW Hillclimb Championship Round 3**

The Canberra Round of the Championship was held on Sunday 21<sup>st</sup> March with practice and scrutineering held on Saturday the 20<sup>th</sup>. Most competitors took the opportunity to have the 3 runs that were available for practice and as things were going so well on Saturday the Clerk of Course permitted drivers to have additional practice runs (some of us need them). Kevin Brown (Torana) blew the engine on Saturday and the Celica from Tamworth broke an axle and thanks go to Matthew Roberts for supplying a replacement which allowed Alan Barnes to compete on Sunday.

Sunday dawned cool but pleasant and we started the day with 45 competitors, the two Jedi's were competing for the FTD, unfortunately Tim Edmondson blew the motor during his second run of the day. Phil Pratt, Warren Creagh and Ron Hay had a good competition throughout the day. Ray and Joyce Seymour, Matt Halpin and Allan Barnes all made the trip from Tamworth with Matt winning his class and Ray winning his. Ray was showing how to drive a Cortina on two wheels just after the esses, a few drivers didn't manage to stay on the black stuff but no-one had any major offs during the weekend. The Paul Knott in the V8 MG was trying hard to beat Alan Barlow all day, the MG not being able to get its power down up the hill. Andrew Towndrow continually broke his class record with Laurie Burton working hard to keep what had been his class record. Greg Ormerod in the RX3, came back to Canberra hoping for a good turn up in his class, after the large number of competitors in that class for the Masters Games, and won his class. It was great to see a new group of Uni students back and competing at the track – unfortunately they had problems but we hope to see them back very soon.

The MG Car Club of Newcastle is to be congratulated on its program for young drivers, John Lodge Jnr (who won the Imp. Production class 1601-2000 is a product of their program and is only 15yrs old. Natalie Horn in the MGB is also one of their Juniors coming through. Congratulations also go to Tyler Dubos who is running in the championship and sharing his car with his Dad, Brad Dubos, Tyler had his first ever stint behind a steering wheel at the first round of the Championship and learnt how to change gears in the competitors paddock at Wakefield.

A continuous turnover of spectators during the day showed that the articles that appeared in the Chronicle, and the air play that we received on FM104.7 (thanks Andrew Towndrow) along with the visit by Black Thunder, brought the meeting to the attention of people who didn't know the track existed.

Barb

**DataVoice Communications** was once again our Major sponsor  
 Located in HUME. Ph: 6260 1111

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<b>Timespan Electronics</b> Mawson ACT 02 6286 1214	<b>Please support our event sponsors above</b>



*Matt Halpin from Tamworth*

**A message I received from CAMS via Eva**

*A new Sports Development Funding Scheme created by the Confederation of Australian Motor Sport is set to assist with the development and growth of Australia's motor sport clubs.*

*Supported by the Australian Sports Commission, the program is focused on assisting grass roots motor sport which is the beginning of the motor sport pathway for competitors, officials and administrators.*

*CAMS Chief Executive Officer, Dr Rob Nethercote explains.*

*"There is so much attention focused on great Australian talents such as Mark Webber, James Courtney, Will Davison and other top drivers on the V8 Supercar scene that it is easy to forget that they all started at the grass roots level competing in club events like motorkhanas, sprints and autocross", says Nethercote.*

*"It is essential that we create a Sport Development Program that looks at the whole journey from start to finish, not just the top end. This funding scheme is an integral part of the larger ongoing sports development blueprint within CAMS' Strategic Plan and will go a long*

*way to supporting the activities of motor sport clubs and encourage participation at the entry levels of the sport."*

*The Australian Motor Sport Foundation (AMSF) has also offered to provide a continuing level of support towards the 'Sports Development Funding Scheme'.*

*"Motor sport clubs are the backbone of our sport, the place where talent is nurtured and developed," says AMSF chairman Tom Warwick.*

*"It is important to provide our clubs with appropriate resources to encourage participation and start people on the journey through the motor sport pathways. This program is a significant step towards achieving this."*

*Generally, grants will be awarded for the development of amateur level motor sport with special consideration being given to projects involving young people as well as training and volunteer programs.*

*The grants are available to CAMS affiliated clubs that meet a number of criteria. These criteria can be obtained by contacting Cameron van den Dungen in the CAMS Sports Development Department on (03) 9593 7792, or by visiting the CAMS website - [www.cams.com.au](http://www.cams.com.au).*

**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	\$1.00		

**For Sale**

4 x Potenza RE540S, 225 x 50 x 16 Road/track tyres.  
Used at 3 hillclimb meetings only. \$600 ono.

Phone: Matt 0414-718873

**Vehicles for sale**

RX7 S2 improved production car. 13B bridge port, Weber, bilstein adjustable ride height suspension, close ratio gear box, 4.8, 4.4, 3.9 LSDs. Race seats and harnesses, big radiator and oil cooler, adjustable everything. Spare wheels and tyres.

Ralt RT20 turbo rotary S6 engine Garret ball bearing turbo, external waste gate, microtech, alloy flywheel, multi plate clutch, Spare anything and every thing including the body moulds, new 6 point harness. 600hp 500kgs awesome to drive. trailer also available.

Mazda bravo 2600, 1996 white dual cab with canopy, new tyres and brakes, 10 months rego, 6 stack cd player very tidy car.

Call Michael on 0411676429

**Racecar Trailer For Sale**

Open aired trailer, purpose built for Formula Vee, suit similar sized car (floor plan dimensions 3.2m x 1.6m). Trailer is 3 years old, garaged, in VGC with ACT rego. Single axle, large toolbox, tows extremely well and is lightweight. \$1,500.

Contact Kieran 0414 922 226.

**For sale**

Alfa Romeo 105 sports sedan, less engine.  
350 Chev or Leyland V8 setup, single rail, 9inch diff, fabricated suspension.

Some spares \$3200 ono

Can supply car trailer to suit.

Craig 62602130 or 0419 252 815

**For sale**

VT Commodore station wagon 2500kg towbar complete \$300.00

Matthew 6299 0164 or 0401 184 475

<b>April</b>		
1 <sup>st</sup>	Track Maintenance Day	Fairbairn Park
10 <sup>th</sup>	Jaguar Car Club Hillclimb	Fairbairn Park
18 <sup>th</sup>	SDMA Hillclimb	Fairbairn Park
20 <sup>th</sup>	Club meeting	Western Districts Rugby Union Club
<b>May</b>		
1 <sup>st</sup>	Track Maintenance Day	Fairbairn Park
9 <sup>th</sup>	Test and Tune Day	Fairbairn Park
18 <sup>th</sup>	Club Meeting	Western Districts Rugby Union Club
<b>June</b>		
6 <sup>th</sup>	Hillclimb	Fairbairn Park
15 <sup>th</sup>	Club meeting	Western Districts Rugby Union Club
26 <sup>th</sup>	Track Maintenance Day	Fairbairn Park

**Steve Byrne** created a website. On it he has put his digital photos of the recent hillclimbs, so members can fondly look at themselves driving and think of how cool they look. The link is <http://members.optusnet.com.au/~steve.byrne/>

**Scrutineers Course.** If you are interested in taking part in a Scrutineers course, call Eva on 0417 408 578 or email her on [firms@iprimus.com.au](mailto:firms@iprimus.com.au) and let her know you want to participate.

### **Minutes of SDMA Club Meeting – 16 March 2004**

#### **Meeting opened 19: 37**

**Apologies:** Andrew Oldfield, Marcus Wolfhagen, Errol Richardson

#### **Correspondence in:**

- CAMS Affiliation pack
- Copy of CAMS Talespin newsletter January/February
- Entry form and supp. regs for 2004 Interclub Motathalon 11 April 2004 - Eastern Creek
- Entry form and supp. regs for 2004 Forest Classic Rally
- Entry form and supp. regs for MG Car Club Supersprint 28 March 2004 – Oran Park

- Email from Anthony Hyde re: Club person pointscore
- Email from Tony Pennell about East Coast Targa
- Minutes of NSW Hillclimb Advisory Panel 17 February 2004

#### **Correspondence out:**

- Email to Environment re: inclusion of Dutton Rally in SDMA Calendar for noise credits

#### **President's report:**

John thanked all members at the maintenance day on 13 March. John particularly thanked Ken Urquhart for coming from Exeter to work for the day mowing. The track is well prepared for the State Round. There are 46 entrants for the State Round.

John explained SDMA had received a grant to have mains power connected to the site. It was hoped this would be connected in time for the State Round. However, due to negotiations with ACTEW this may take a bit longer.

#### **Secretary's report**

David thanked John Templeton and Andy Donne for working long hours at the track in preparation for the State Round. He also thanked Matthew Edwards for the installation of the remote sound monitor at the maintenance day.

David ran through volunteers for the State Round, Jag Club at Easter and 18 April hillclimb. Volunteers are needed for the Jag Club event and 18 April hillclimb. Please see David if interested.

David, John T and Leon talked about sound monitoring and when events have to be fully logged. Leon and John T will attend a meeting with Environment ACT about noise credits and monitoring next week.

#### **Treasurer's report**

Geoff did not attend the meeting. John said at last report in January there was around \$13000 in the bank.

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

Andrew T said he had sent press releases to newspapers, radio and TV stations. He is still in discussions with FM104. On Sunday 21 March at 11am Black Thunder will be at the track. Duratec will pay for this.

Andrew T is also completing a CAMS survey about the club and asked any club members for information or stories to let him know.

John T said any club member seeing references to SDMA or the hillclimb in newspapers or on TV, please let Andrew T know.

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

Barbara said there was some confusion about attachments sent out with the magazine. All members should note this was for **information** only. Anthony commented these guidelines only apply to supersprints.

Barbara said any contributions to the magazine should be forwarded by the end of the month.

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

Tony said there were 40 entries on 15 February. One record was broken by Michael Nordsvan for Type 3, 2-3 litre.

### **General business**

John T advised anyone working as an official on the competition area (Flag marshals, grid marshals, chocker, anyone in the pit area) must wear long pants and sleeves. Eva said this is in the CAMS manual.

John T said anyone entered for the drivers championship must nominate their officiating round to David Yates at least 2 weeks in advance. If that meeting has enough officials, drivers must nominate another round.

Graham Charlton asked about the scrutineering course. Eva said she had given the names to CAMS and there appeared to be enough people interested to run a Canberra course. Members will be advised.

John T said there had been no responses to changing maintenance days from Saturday to Sunday.

Peter Browning requested further information about the testing of fire extinguishers. John T asked Anthony to provide some information for the magazine.

John T extended an invitation to any SDMA member to sit in on a committee meeting. People can get an idea of roles and what the

committee does before the Annual General Meeting in June/ July. Committee meetings are held on the first Tuesday of each month at 7.30pm.

John T welcomed new club members from the University of Canberra.

Meeting closed: 20.33

### Schedule H - Fire Extinguishers

Below are extracts from the 2004 CAMS Motorsport manual :

3. All vehicles of the 2nd, 3rd, 4th, 5th and 6th Categories in all speed events including races must be equipped with a fire extinguisher which complies with the following conditions and is properly fitted at a suitable location:

(i) it must comply with Australian Standard 1841 (1841.2, + Halon types not permitted)

(ii) it must be of a least 900g capacity.

4. Fire Extinguishers as per 3(i) above must be maintained according to the following prescriptions:

- an inspection to be carried out by scrutineers at least once every six months, or otherwise prior to competition. This involves visually checking the unit and its mountings for damage, checking the pressure of the contents, and shaking the container to check for settling of the extinguishant. Where practical the extinguisher should be weighed.

- a three-yearly service, which involves recharging the extinguisher (Notes 1 and 2 below)

- six-yearly hydrostatic test of pressure vessel (Note 2 below)

Note 1: Unless otherwise specified, road registered cars competing in Club or Multi-Club level speed events are exempt from this requirement.

Note 2: It is the competitor's responsibility to provide evidence that the required three- and six- yearly services have been undertaken.