



Over the Hill And Round the Bend

Southern District Motorsports Association
PO Box 1484
Queanbeyan NSW 2620

Email: secretary@sdmahillclimb.com

JULY 2007

What's on?

National Motoring Heritage Day Hillclimb

Sunday 29 July

See <http://www.sdmahillclimb.com/>

Maintenance Day

Saturday 21 July at 9.00a.m

we require as many people to attend as can make it

CONTACTS

| | | |
|---------------------|---|--------------|
| President | Rob Wall | 0422 411 226 |
| Vice President | Ryan Franzi | |
| Secretary | Brian Fitzpatrick | |
| Assistant Secretary | Eva Firminger | |
| Treasurer | Simon Callaghan | |
| Pre-event Secretary | Anthony Hyde | 6258 1575 |
| Public Officer | Anthony Hyde | 6258 1575 |
| Club Captain | Terry Bennett | 6288 7207 |
| Magazine Editor | Tony Smart | 6251 0232 |
| Publicity Officer | Lyn Foster | |
| Membership | Terry Bennett | 6288 7207 |
| General Members | Col Merz, Noel Bruin, Dean Browne, David Yates, Rod Noller | |

As always if you have anything to contribute to the newsletter please send it to tonysmart@westnet.com.au or phone 6251 0232. Reports and items of interest should be sent before the 25th of the month.

Members, where are you? – We are missing you - come along and have a chat and a drink, catch up with old and new friends. Talk cars, wine, women, song whatever, please come along. 3rd Tuesday of the month at Canberra Southern Cross Club Woden, meeting starts at 7.30 – some of us go for dinner beforehand, the more the merrier, come and join us.

A short Newsletter this month with only one main purpose, and that is to remind all members that the AGM for the club is this coming Tuesday 17 July at the Canberra Southern Cross Club. The meeting will commence at 7.30pm. All members and potential members are invited to attend.

For sale

Is it a pain having to write a cheque or purchase a Money order for your entry fees and memberships? Well now if you have access to a computer you can make your payments electronically (if your Bank has the capability). The account details for payments are:

BSB Number 801009
Account Number 4303872
Account Name SDMA

Anyone can direct credit into the account electronically or direct into the Credit Union in Queanbeyan.

To confirm your payment print off the receipt and send a copy with your paperwork when you enter an event.

If you need more information you can contact us via the website, just email Treasurer@sdmahillclimb.com

Can members please remember to update details if they change – address, phone or email. Let Terry Bennett know.

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. Contact Col Merz if you want to purchase these items or buy them next time you are at a hillclimb

| | |
|---|-------------|
| Chambray shirts (pre ordered only) | \$25.00 |
| SDMA cloth patches | \$5.00 |
| Hats (peak and bucket) | \$15.00 |
| T-shirts | \$20.00 |
| Number plate frames | \$8.00 pair |

Datsun 1200 (red #134), currently running as Sports Sedan. Ex Bennett car.
Fuel injected A12, recently dynoed.
New dampers front and rear.
Complete with trailer and spares.
Could be refitted easily (replace windows) to run IPRA.
\$5000
Ph Kevin 6266 3562 (w), 6294 2352 (h).

Formula Ford Tyres – Used
Great Hillclimb rubber, - work really well on Heavier cars (small tin tops etc)
Fronts fit 5 or 6 x 13 inch wheels
Rears fit 5¹/₂ to 7¹/₂ x 13 inch wheels
Fronts - \$50 Rears - \$60 (\$300 each new)
Phone Tom 0410 624 700
Get in quick as stock is limited!!

SPECTRE 1600 FORMULA VEE

Ever thought of taking up racing? Well this is a great place to start! The car is ready to race at the top of the field either in circuit racing or as a very competitive hill climb/sprints car. Hundreds of hours of work have gone into converting and developing this car to its current competitive 1600 form. Finishes within top 10 in 2006 and the fastest older car in the field. This is an ex-Edan Fleming car and best results were 2nd and 3rd in the Konica Minolta V8 invitational round 2004 (in 1200 form). This would be an excellent car for some one starting in Formula Vee or anyone from 1200 to step up into 1600 with a limited budget. Fresh paintjob only one race meeting old (2-pak baked), Engine producing top HP (hasn't been dynoed) plenty of work has been put into getting maximum power while staying well within the rulebooks (3 meetings old), 4 wheel discs and callipers (purchased new in 2005), Light weight Empi wheels (only 600g over minimum), All oil hoses and oil fittings recently replaced.
Log booked 1600
Comes with single axle fully enclosed trailer
Can provide pictures and details if required.

Price - \$16,500. Will consider offers of swaps for a road car of same value.

Phone Nathan Pring on 0439 415 195,
or Col Merz on 62316275 or 0412 316 275.

Chance of a Life Time – by John Stewart

A few days before the recent Rally of Canberra, I was given the Chance of a Life Time.

Neal Bates was testing his brand new Toyota Corolla S2000 rallycar in the forest at Murray's corner past the Cotter reserve and he invited me to come along for a look.

I thought it would be just Batesy, myself and a few mechanics. However, it turned out to be a full-on team test with Simon and Sue Evans in their Turbo Corolla, Neal Bates and Coral Taylor in their brand new, normally aspirated Corolla, a spare turbo rallycar, a stock standard Recce car, two full service crews, laptop computers, a transporter, timing gear, two-way radios, camera crews, photographers, AFL footy show stars, corporate sponsors and signage, trendy eating area etc.

In addition, Murray Coote, a renowned suspension expert, was down from QLD, efficiently rebuilding and retuning shock absorbers on the run as the drivers requested changes.

Meanwhile I was just mooching around fascinated, asking silly questions, taking photos and eating the free lunch (at the insistence of Coral Taylor, who is not only the navigator but the prime organiser of the team).

Later in the day, after pronouncing themselves happy with the setup of the cars, both drivers started taking various sponsors and other dignitaries for a three minute lap of the forest. Anyway, I was just thanking the team for my day out and starting to make my exit when Neal casually mentioned that if I wanted to hang around he would take me for a lap, after he had finished his corporate commitments. OK!!!! says me, as I wander back to the esky to sit and wait with a cold bottle of Coke Zero.

Now the more the observant amongst you will have already noted that I am not physically a very small person. You may also have noticed that Coral Taylor is not a very large person. TV presenter and ex basketballer, Phil Lynch had already discovered this problem earlier in the day, when he attempted to climb in for a TV ride and couldn't even get into the seat, let alone do up the safety harness! His head was wedged against the roof, his knees seemed to reach his ears, and his

elbows were bumping against the dashboard! So no ride for Phil.

Finally the call came, so I donned the crash hat, jammed my fat arse into the space available and pulled my shoulders together to ease far enough back into the wrap-around seat to get the harness fastened (at full extension). They plugged in the intercom and then Batesy and I sat and chatted while the various camera crews stuffed about getting the light just right etc. When I say I chatted, I really mean that I panted and gasped. The bottle of coke hadn't been a great idea when combined with a tight seat and harness, the inability to fully expand my chest to get a full breath, and a certain degree of nervousness. All I could hear on the intercom was my heavy breathing! I mentioned this to Neal, as we waited, and he was very encouraging, calmly saying that it can only get worse once the ride starts!

Finally, Neal starts up the very cranky, approx 300 bhp, normally aspirated, two litre twin cam engine, and now I find that we really do need the intercom! We motor across the water crossing up to the timing marker, when suddenly my head slams back against the headrest and we're off! We see (and hear) 8500 rpm in each gear as Neal whips through the sequential gearbox of this four wheel drive lightweight rocket, flat out right up to the first hairpin. The sound of this engine at full throttle is fantastic and the traction is truly amazing! I thought I was having trouble breathing until he jumped on the enormous and very effective brakes – now I was definitely struggling for air as I was wedged against the harness! No time to worry about that as Neal performs a pinpoint accurate handbrake turn and we are off again flat out up a very long, steep and bumpy climb.

The suspension system is remarkably effective, effortlessly soaking up some very big holes and humps as we slip and slide through several very quick corners and then hit sixth

gear at around 160kph. From my low seating position all I can see is sky as we crest the hill with all four wheels off the deck at full bore in top gear! When we land, all I can think is now how are we going to get through this S-bend that has just come into my view? Fortunately Neal has already set the car up sideways for the first righthander and then flicked it into the left before I have even processed the visual information!

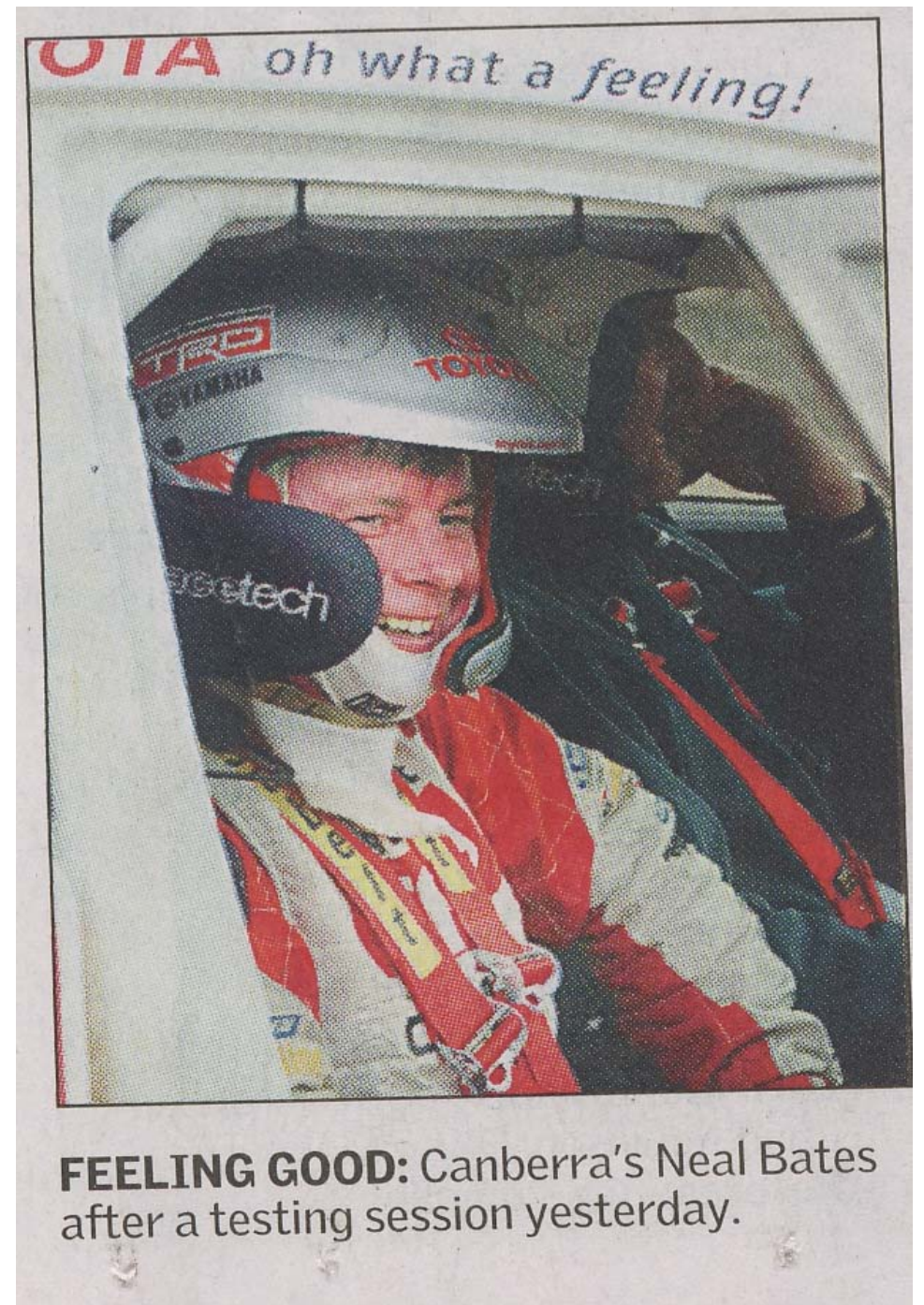
Now we head downhill seemingly even faster through numerous switchback corners. On my side there is a tall bank against which Neal seems intent on scraping off my door handle. But on his side is a near vertical drop with not so much as a tree to break our fall should Neal make an error. The downhill corners seem never ending and Neal's speed is undiminished. However he still has time to provide a running commentary to me via the intercom, including an apology for missing an apex by a few feet due to a handbrake in need of adjustment after a whole day of testing! All my earlier thoughts of observing the digital dash readout and Neal's use of pedals, steering etc have gone. I suspect that I may have even forgotten to breathe by this stage!

I know that I never stopped looking straight ahead out of the windscreen for the whole three minutes and ten seconds the run took. This was both the longest and quickest three minutes of my life!

My thanks to Neal Bates for the ride of my life. I thought I knew a bit about going quick, but the combination of Neal's skills and his new Corolla seems to defy the laws of physics. It is a credit to the entire team at Neal Bates Automotive that they have developed such a world-class car almost entirely in-house in their impressive facility in Hume. In fact, the boss of Toyota Team Europe, Mr Ove Andersen, recently visited Neal's workshop to view the only Toyota Corolla currently in

existence which has been built to the new world S2000 class. A great credit to them.

The day following my ride with Neal, on the back page of the Canberra Times the attached photo appeared. In the shadows of the navigator's seat you might just make out my somewhat distinctive profile.



Vale

On a sad note, Leon Nolan passed away on Wednesday 4 July 2007. The Southern District Motorsports Association wishes to extend its sincerest condolences to the Nolan family.

Leon was a long time member of the SDMA and drove the green Datsun Bluebird for many years. Leon was a former committee member of SDMA who volunteered to be our representative on the Fairbairn Park Control Council, following his election to the Control Council he was elected President, a position he held and continued to work at even during his illness. The Club and Fairbairn Park Control Council have a great deal to thank Leon for as he worked tirelessly toward Fairbairn Park obtaining a lease from the ACT Government.

Leon will be missed by many of us and we are saddened by his passing.