



## Over the Hill And Round the Bend

Southern District Motorsports Association  
PO Box 1484  
Queanbeyan NSW 2620

Email: [secretary@sdmahillclimb.com](mailto:secretary@sdmahillclimb.com)

September 2007

### What's on?

#### Next Hillclimb Sunday 30 September

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

#### ***Maintenance Day***

***Saturday 22 September 9.00a.m***

require as many people to attend as can make it

***Next Club meeting***

***Tuesday 18 September 7.30 pm***

***Southern Cross Club - Woden***

### CONTACTS

President	Rob Wall	0422 411 226
Vice President	John Templeton	0409 624 895
Secretary	Brian Fitzpatrick	0416 080 666
Assistant Secretary	Eva Firminger	0417 408 578
Treasurer	Lyn Wall	
Pre-event Secretary	Anthony Hyde	6258 1575
Public Officer	Anthony Hyde	6258 1575
Club Captain		
Magazine Editor	Tony Smart	6251 0232
Publicity Officer	Lyn Foster	
Membership	Mike Neil	0418 211 278
General Members	Col Merz, Noel Bruin, David Yates, Paul Wyatt, John Stewart, Martin Crombie	

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

***Where are you???? Not the regulars but the irregular members who are not coming to the monthly meetings - we are missing you and you have missed out on some heated discussions on classes and tyres. 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. 3<sup>rd</sup> 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.***

**President's Report – Rob Wall is on holiday, John Templeton is also overseas so – no President's report.**

**I have resorted to my old tactics (honed while I was previously magazine editor) of emailing members who have been off doing something interesting, to write something of interest for the magazine. Thank you John Stewart for the following piece. Barb**

## **An Exciting Weekend** - by John Stewart

*Last weekend my daughter Clare and I competed in the Hillclimb on Saturday. That kept me fairly busy psyching myself up for my own run in the RX7 turbo and then, while the adrenalin was still flowing after my run, trying to provide guidance and a calming influence to Clare in the Mazda Astina 323 for her first ever attempt at a hillclimb.*

*Clare's first run went beautifully until the last corner when she massively over-corrected a slight oversteer situation. This immediately resulted in a turn hard left in the middle of the last righthander! As the car went up on two wheels and disappeared spinning in a cloud of dust towards the tyre wall, I dropped the video camera to record only the rocks and grass on the spectator mound! Fortunately Clare had remembered my one piece of valuable advice – "If you are going to have an accident, make sure it's a slow one!". In other words, when all else has failed, jump hard on the brakes, and don't keep trying to correct an out-of-control car as it heads for the scenery.*

*To my relief, Clare recovered the situation, selected first gear and finished the run with no damage to herself or the car. The rest of the day went well for both of us and we got home unscathed.*

*That should have been enough excitement in a weekend for any old pensioner, but no, wait, there's more!*

*As soon as I got home on Saturday afternoon, I changed vehicles and set off for Sydney, with my son Dave, to meet Rod Noller and Peter Browning at the drags at Western Sydney International Dragway (WSID) near Eastern Creek Raceway. (I'm not sure I understand how Western Sydney Dragway can be located right next door to something called Eastern Creek –*

*they must have a different compass to me!) Anyway, after an uneventful non-stop drive to Eastern Creek, at 7.20pm Saturday night we were standing with Rod and Peter on the spectator mound watching two Top Fueller dragsters running 4.8 second quarter mile times. If you have never seen the Top Fuel Dragsters, you should make a point of doing so. They are so loud that you have to block your ears to prevent real pain, the ground literally shakes, and they shoot bright blue nitro-fuelled flames two metres into the air from eight 2.5 inch open header stacks as they accelerate faster than you can turn your head! Just idling they rumble very loudly, but when they give a quick rev to move into staging (similar to the hillclimb start light*

*system with lightbeams across the track) anyone not paying attention will jump involuntarily as the 3000 bhp engines are buzzed to 8000 rpm and back to idle in the blink of an eye. This single rev sounds like a huge tin shed has just fallen down!*

*We also went into the pits to watch the crews prepare for the next run. Unbelievably, between runs the crews disassemble and rebuild the engines, including removing superchargers, cylinder heads, pistons and conrods. All this in under an hour! I can't usually be bothered to even change tyre pressures at the hillclimb!*

*So was this enough excitement for one weekend? No!*

*After an overnight snoring competition between the four of us in one room at a Parramatta Motel (I think I won!), the next day we attended the Muscle Car Masters at Eastern Creek. As we drove into the Eastern Creek Racetrack, Dave and I were discussing the pros and cons of the EVO 8 in the queue in front of us. When we stopped in the car park, the driver turned out to be SDMA member, Pedro! Other club members spotted at Eastern Creek were Anthony Hyde, Russell Stenhouse and Mike Neil. Anthony was actually part of the pit crew for*

*New Zealander Robbie Francevic's turbo Volvo and was good enough to give us a guided tour of the car.*

*The Muscle Car Masters is a great way to spend Father's Day and certainly beats socks and hankies. There were comprehensive displays of Mustangs, Camaros, GT Falcons, Chargers, and XU1 and A9X Torana road cars, plus numerous racing cars of similar vintage. Signing autographs were; Bob Jane, Alan Moffat, Kevin Bartlett, and Phil Brock, amongst many others. In addition they had a full race program of wonderful 1970s cars. Instead of the usual parade of taxis that the V8 Supercar Mafia calls entertainment, we had the variety of Camaros, Monaros, GTHOs, Corvettes, XU1s, Alfas, Capris etc all vying for the lead in exciting races.*

*A number of old racing cars were either racing or doing parade laps including: John Goss' Bathurst winning Falcon Hardtop and Jaguar, Norm Beechey's Monaro, Pete Geoghan's Mustang, John Harvey's A9X, several Peter Brock cars and Bob Jane's Camaro and Jaguar.*

*Additionally, at least a dozen cars had made the trip from New Zealand. Most were similar to our historic Group Nc class but seem to run much larger aluminium blocked engines with huge power and a great noise. One which was a bit different was based on a 1939 Chev business coupe. It*

*was like a cross between a Hotrod and an Aussie Legend but looked great in bright yellow with huge racing wheels and tyres.*

*So was this enough excitement for one weekend? No!*

*After arriving home about 7.30pm on Sunday night we had a Father's Day family gathering and dinner. Fortunately the presents I was given did not include any socks or hankies. I don't think I could have handled the excitement! **John***

## **Visit to Mt Cotton Hillclimb to review operations. By Anthony Hyde**

85 fast cars lined up in August for a round of the 'Tighe Cams' hillclimb series, the equivalent of our state round, with hundreds of spectators around.

The Mt Cotton hillclimb circuit and land is owned outright by the MG Club and has been in operation for untold years. The track design is impressive, tackling two steep hills in loops that encompasses two sets of long steep uphill straights followed by long radius corners and down the hill straights again. Good brakes are an asset as the bottom corners are tight. Lap times are similar to Fairbairn but the two up-hill sections are steeper than ours, so a close ratio gearbox is an advantage.

Club facilities are advanced all linked together by hot mix roads. A team of retired fellows get together each week for a working bee, termed the 'Wednesday Workers'. The sloping spectator areas are tiered with bench seating along each row - its great you can see the whole circuit. Canteen area is generous in size with volunteers as kind as ours. Scrutineering & Sign-on office is separate. Event officials and Timing are coordinated in the same large office.

The tyre warm section is situated before the start, then competitors roll down to a flat pad area and easily line up the beam. Its a bit safer as no wheel chocker is involved.

Knowing a few club contacts, I was given special treatment and did a lap with an official when lunches were handed out. The commentator gave a welcome also. This was the only break of the day due to the big field. A number of cars had

gearbox related issues twisting under power when tackling the hills.

A visit to Mt Cotton is highly recommended, about 40 minutes southeast from Brisbane. It's close to a driver training facility. Google Earth for "MGCCQ MtCotton Hillclimb" or coordinates lat=-27.64' S, lon=153.23' E

**Anthony**

**Remember - if you have access to a computer you can make your payments electronically (if your Bank has the capability) for entry fees, membership fees etc. 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](mailto:Treasurer@sdmahillclimb.com)

**Can members please remember to update details if they change – address, phone or email. Let Mike Neil know.**

*I have attached to this email the latest [Championship pointscore](#) that I have. It is not completely up to date – I understand some information had not been supplied to Mike when he sent me the pointscore.*

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

<b>SDMA cloth patches</b>	\$5.00
<b>Hats (peak and bucket)</b>	\$15.00
<b>T-shirts</b>	\$20.00
<b>Number plate frames</b>	\$8.00 pair

### ***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.

**1969 Reliant Scimitar** 4.4 V8 suitable for restoration. A good project.  
Price negotiable.

02 6126 1906 (w).

### **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 5<sup>1</sup>/<sub>2</sub> to 7<sup>1</sup>/<sub>2</sub> x 13 inch wheels

**Fronts - \$50      Rears - \$60** (\$300 each new)

Phone Tom 0410 624 700

Get in quick as stock is limited!!

**ENTRY FORM AND SUP REGS for the next event are attached to your email. If you have a friend who gets his/her newsletter by snail mail and is anxious for an entry form, please print off a copy for them. Snail mail will not be sent until after I have access to a photocopier on the 17 September.**