

OVER THE HILL

JUNE 2023



VICE- President's report



Here we are already, in the mid-winter break. The first half of the competition year is over and now we wait to commence the second

half on 6 August. Now is perhaps the ideal time to do some maintenance on your car in preparation for the hot competition that will follow.

The 2-lapper held last weekend was a great success being run in much kinder weather than the May event.

We have had a good turnouts of volunteer officials over the past couple of events which makes it so much easier for everyone. My thanks to all the volunteers and welcome to the drivers who have been sharing the chock duties with me between their runs.

We have a bumper issue of OTH this month. It includes:

- The first instalment of Matt Brown's attack on the NSW Hillclimb Championship;
- Anthony Hyde on his recent attendance at the Qld State Hillclimb Championship – the QLD Championship is a 1 day event not a series as in NSW; and
- The first Track Report from Col Merz to provide updates on what is happening at the track to maintain or improve the facilities available for our members and spectators.

Many thanks to Adam Jorritsma who answered my call for the assistance of a chainsaw with operator in my last column.

Ed, our Treasurer, is finalising the books to go to the Auditor so we can present audited financial statements to you at the AGM. At this stage I expect the AGM to be held in late September, so please pencil it in your diaries (or put in it your electronic device).

Keep your eyes out for the email/social media posts announcing when entries will open for the August 1 lapper.

You may notice a change in design of OTH due to a new editor. Many thanks to Colin Chandler for his excellent hard work on the magazine over a number of years. He has passed the baton on and Kim Le Lievre is temporarily taking on the role. If anyone is interested in taking this on permanently, please let me know.

After the last event, while recovering on the lounge, I came across a live feed of the British Hillclimb Championships at Shelsley Walsh on Youtube. There is some very fast openwheeler at the beginning, well worth a look:
www.youtube.com/watch?v=jlg_7h4V9VU

-Geoff

Event report

4 JUNE 2023

After the abysmal weather of the May hillclimb, last Sunday's weather looked promising. There was blue sky to start the day, the clouds slowly gathered and it looked like rain was possible but it held off and five runs were available to all competitors on the day. With 40 entries plus reserves within an hour of entries opening, it looked like a full house. But, with a few withdrawals due to injury and illness we started the day with 36 competitors chaffing at the bit to get going.

This being the first two lapper under the new class structure new lap records were set for all classes contested – so that is 18 new records.

Classes B and D over 3 litres shared the popularity stakes with 8 entries in each so the competition for placings was hot.

Fastest time of the day (79.774seconds) was set by Sean Doyle in his potent Golf Type R just ahead of fellow Class D competitor Paul Stringfellow in his Golf R with a 79.865 second time.

There was a spirited tussle between father and son Mark and Michael Suine battling out Class B 0 -1600cc with Michael pipping Mark at the post with a best of 90.711 in the pretty little Fiat X19.

The full list of class winners is on the following page. All results are available on the club website through the "results" tab at the top of the home page.

Thanks again to the officials and volunteers who make our events possible. Without them we can't do it.

Stewards: Helen and Mick Nichols

Clerk of Course: Rohan Thatcher

Pre-event Secretary: David Peisley

Event Secretary: Celeste Oringo

Pit Stop Café: Julie Merz, Liz Hillhorst, Amy Nettle, Jane Hillhorst

Flag Marshals: Michael Mann, John Courtney, Anita Jorritsma, Adam Jorritsma,
Mike O'Connor

Chief Scrutineer: Ed Goncalves

Timekeepers: David Deaves, Gavin Longmuir

Chocks: Geoff Bassingthwaighte, Klaus Clemens, Lucas Anderson

General Officials: Col Merz, Chris Polglase

Fire and Recovery: Henry Hillhorst

Event report

4 JUNE 2023

The full list of class winners is:

Class A 2WD 0 – 1600	Jamie Ericson (Suzuki Swift)	89.786
Class A 2WD 1601 – 2000	Tom Ballard (Peugot GTi180)	89.838
Class A 2WD Over 3000	David Deaves (HSV GenF GTS)	84.158
Class B 2WD 0 – 1600	Michael Suine (Fiat X19)	90.711
Class B 2WD 2001– 3000	William Goodwin (Mazda RX-8)	86.460
Class B 2WD Over 3000	Sean Martin (Mazda MX5)	82.113
Class C AWD Over 3000	Brett Jorgensen (VW Golf R)	80.788
Class D AWD Over 3000	Sean Doyle (VW Golf R)	79.774
Class E SV Over 3000	Dean Papas (Nissan GTR)	81.540

Scrutineer's report

By Ed Goncalves

Of the 36 entries, 11 vehicles we inspected under the club's managed scrutiny system by myself and Brett. Overall, the standard of vehicles presented was very good with minimal concerns. During the day there minimal scrutineering concerns and all entrants managed to steer clear of the 85dba noise limit. The standout vehicle that was presented for scrutineering being Nick Cox's Lotus Exige 350 Sport, finished in Metallic Grey.



Event photos

4 JUNE 2023



Event photos

4 JUNE 2023



Event photos

4 JUNE 2023



2023 SDMA DATES



MONTH	TRACK PREP	RACE	COMMITTEE MEETING
AUGUST	Saturday 5th	Sunday 6th	Tuesday 8th
SEPTEMBER	Saturday 9th	Sunday 10th	Tuesday 12th
OCTOBER	Saturday 7th (morning)	Saturday 7th (practise 12-4pm)	Tuesday 10th
	Saturday 21st	Sunday 8th	
		Sunday 22nd	
NOVEMBER	Saturday 4th	Sunday 5th (2-lapper)	Tuesday 14th
	Saturday 18th	Sunday 19th	
DECEMBER			
	Sunday 3rd (Christmas party and awards presentation)		

2023 NSW HILLCLIMB CHAMPIONSHIP: MY TAKE

BY MATT BROWN

Fun and competition, what more could you want?

Before I begin by re-capping the NSW Hillclimb Championship to date, which sees four championship events completed and three to go, I wish to first go back to what drew me towards competing in this state event in the first place.

After four years of consistent competition at my local track (Fairbairn Park), which to this day remains one of my favourite Hillclimb tracks, followed very closely by the holy grail of Australian Motorsport locations, Mt Panorama (Esses & Mountain Straight Hillclimb), a desire to explore and compete at new locations against new competition led me to compete in the NSW Championship.

With further encouragement by fellow club members Harry K., John E and Jason P., the decision was made, and I found myself signing up to the 2023 championship which was as simple as completing a short on-line form and payment of a small registration fee.

First event of the year saw us travel to Bathurst for round one and round two of the championship held over two days. When I say 'us', I refer to my father Neil (nicknamed Master Wrench) from Wagga and my sister Kristy-Lee (nicknamed Little Shifty) from Bega who travel to these events as my pit crew / hype men / voices of reason.

Like most of the motorsport events that I, and I am sure most have competed in, new friendships are formed as you meet fellow competitors that all share a similar common interest and passion. One fellow competitor, and now good friend Jason H. (nicknamed Daniel Son) not only shares a similar passion for motorsport, but also competes in a near identical car (Audi B9 RS4). With a competitive streak equal to my own, the championship has been hard fought against one another, filled with genuine encouragement, and accompanied by healthy sledging and banter... if there is such a thing?



Special mention also to fellow SDMA club members and Jason Perkins and John English who have also accompanied us to compete at each of the state rounds. Both are also doing exceptionally well and are on track to take home the championship in their respective vehicle classes.

NSW CHAMPS: MY TAKE (PART 1)

Round 1: Mt Panorama Bathurst (Esses)

<https://youtu.be/rJLEBaPkVp4>

If you have never been to Bathurst to compete at one of the local club's many Hillclimb events or Challenge Bathurst, add it to your bucket list immediately! No other track that I have been to provides a feeling of awe and wonder more so than Mt Panorama. It is a truly special place that has provided lifelong memories that I will hold closely for the rest of my days. With this not being my 'first rodeo' at the mountain, confidence was relatively high, with the current class record of 26.28 set by a lightning fast R35 GTR set firmly in my sights. If I was able to break this record, 1st place in class was near assured and I would finish the day a very happy camper.



Although a cool morning, the track was dry, and the sky was clear.

A steady first run with traction control set to sport saw a run time of 26.87 and sense of confidence that the record could be taken. Run two saw a time of 26.39 posted with the same settings set but pushing harder into turn 1. Pushing harder again on run 3, it became clear the intervening traction control, although allowing some slip in the sport setting was pulling too much power when grip began to lessen, which led to a run time of 26.51.

With only one run left for the day, it was all or nothing. Traction control was turned off completely. Well, as turned off as it possibly can be in a modern car. A few deep breaths at the starting line and then off! With a little more slip than usual at the starting line, the car quickly hooked and set off. Turn 1, 2, 3 and 4 were taken efficiently enough, even with the car sliding a little more than usual. Turn 5 saw the back end of the car let go and with no power loss, the foot kept buried and the car steered towards the direction I needed it to go. With a sprint to the finish line and the heart rate through the roof, I crossed the line in a time of 26.27. This last run saw the record reset and put firmly into first place.

NSW CHAMPS: MY TAKE (PART 1)

Round 2: Mt Panorama Bathurst (Mountain Straight)

Now it wouldn't be a Hillclimb event at Bathurst without some degree of rain and sure enough, the heavens completely opened up the night before the event and the track was left slightly damp in parts for the first run of the day.

Unlike the Esses, the Mountain Straight Hillclimb demands courage and commitment with top speeds way beyond what can be achieved during Round 1 of the Championship. Blind corners and undulations in the track also add further risk to the vehicle and driver.

After taking the class record at the Esses, my sights were firmly fixed on the current Mountain Straight class record once again set by the same R35 GTR. The record stands at 46.54, and after attempting to break it the year before, I knew I had my work cut out for me.

Run 1 was tentative to say the least. With the cool track conditions, this run was more of a sighting run and a way to gauge grip levels as I crossed the line in 50.50 seconds.

Pushing harder on run 2 saw a huge improvement in time. Getting through turn 1 and 2 faster than the run before and summoning as much courage as I could find throughout the rest of the run saw a time of 47.59 posted and a new PB.

Knowing I was only one second off the record, I knew I had to push harder than ever before.

With driver aids all switched off, the car launched perfectly and hauled its way to turn 1, reaching a top speed of 170kph. Jumping onto the brakes as the tyre wall at the first right hander came up scarily quick, the front dipped and rotated perfectly as we shot off up to turn 2. Turn 2 relies a lot on feel and gut instinct as you balance braking whilst turning, all whilst coming down from a similar corner entry speed as turn 1.

Getting through well enough, we hauled up the hill and through Sulman Park which is a whole other level of scary as the car suspension unloads before re-compressing at the grate and shooting you towards the finish line.

Pushing harder, the car gripped well as it passed the grate, but turning slightly sooner saw the cars trajectory towards the concrete barrier on the right side of the track.

With breath held and saying my prayers to the motorsport gods, the back end of the car missed the wall by what must have been millimetres. If you watch the footage, you will hear what I thought was contact, but thankfully was just wheel slip on the ripple strip.

Run 3, although feeling faster, was slightly slower than run 2, crossing the line in 47.65s. With a mindset like round 1, I knew I had to give it everything I had on the fourth and final run. Sadly, with a timing malfunction at the starting line, my final run time was posted as a 52s run.

Although appealed, I was not permitted to run again, and the event was done.

Run 2 was enough to secure first in class again and place us at the top of the ladder in the Road Registered Non-Logbook AWD class.

We will be back again next year to claim this record!

Keep an eye out for the next installment of the series in OTH next month.

TRACK WORKS

BY COL MERZ

Welcome to this new segment of our monthly magazine. Whilst I prepare a detailed report to the committee each month, the intention here is to inform members of facility activities, without boring you with too much detail! Here goes:

New toilet block

Back in January we did an assessment of the lower toilet block with the view of giving it an update. However, dry rot and white ants had beaten us to it and destroyed some of the floor joists and wall frames. It would take a lot of work and a reasonable amount of money to repair it, and we'd still have an old toilet block. David Yates proceeded to design and draw up plans for a replacement toilet block which would be fit for purpose, with two larger, unisex toilets that would also double as change rooms. Progress got off to a good start but for other reasons, work has been put on hold pending availability of key personnel.

Thank you, 'Joe the plumber'

Tom Ballard supplied the following words and, from personal experience with Joe, I agree wholeheartedly: "Joe Merceica is a mate of mine, and although Joe is not a motorsport man, he has accompanied me to many events as a mate, pit crew and ever-reliable beer buddy. However, Joe is certainly a car guy, and he has for many years owned a Torana SS hatchback which is currently being restored to an A9X clone. I can tell you that he can't wait (I have a feeling that we might see it on the Hill at some stage in the future). He also has a Nissan 300ZX Twin Turbo, plus a couple of other potential collectables.

Joe has recently involved himself with the SDMA by offering his services free of charge in a purely selfless gesture to help out.

Joe with his partner Mick "the plumber" were responsible for the recent plumbing upgrades to the toilet block and Pit Stop Cafe. The boys have also committed to the plumbing fitout of the new toilet block, which will certainly be a worthwhile addition to the venue.

So bottom line (yeah, there's always a catch to freebies), but I assure you that was not Joe's motive. However we do need to return support to the sponsors and supporters of our club. So when you need a plumber, and we all do, be sure to look up a good plumber and a good bloke. Joe trades as ACT Drain Cleaning & Plumbing and is a fully licensed plumber/drainer/gas fitter and offers specialised servicing in all areas.

Joe can be contacted on 0415 788 850 or by email: actdraincleaningandplumbing@gmail.com

- All maintenance (small jobs are no problem to Joe)
- Blocked drains, leaky taps, hot water systems etc.
- Bathroom renovations
- All work fully guaranteed
- Fully insured
- Very reasonable rates
- Comes with Tom's full recommendation

-Col



ONE TO WATCH: QLD HILLCLIMB CHAMPIONSHIP

BY ANTHONY HYDE

Mount Cotton - 27/28 May 2023

It's always an enjoyable experience to visit the well-established Mt Cotton Hillclimb circuit situated on the south side of Brisbane on the way to the Gold Coast, and especially when Brisbane weather is a mild 22C.

The QLD Championship consists of practice all day Saturday with Sunday racing starting at 8.30am. Seven runs were on offer with the Clerk of Course being Mary Caplet and Deputy Clerk Judy Evans. Out of 55 entrants, an incredible 15 were open wheelers.

Mt Cotton has operated since 1968 with both the land and the facility owned and operated by the MG Club of QLD. Everything is volunteer based.

They run a club series over six events, interclub events, the QLD Championship, and host the Australian Championship that comes around at seven-year intervals.

The circuit sits in a valley with racing going up and down two hillsides, a bit like tracing the wings of a butterfly starting at the right side bottom end. Length is 946 metres, about the same length as Canberra.

Spectators get a grand view as you can see all of the track going up, down and around the hillsides except for the narrow finish line that is hidden by bushland. Numerous bench seats are available for spectators and set out on terraced rows, and the spectator area can handle a large crowd. The canteen and service is very similar to Canberra being efficiently run by friendly people.





Fifteen open wheelers were competing and that is a significant number in any event these days. A wide variety of sedans made up most of the field ranging from a Renault Clio RS to Torana GTR XU1's and Lotus Exiges. Walking around the pits and having a good chat with competitors is always enjoyable, especially with Stan Pobjoy the long-standing VW expert engine builder who was racing a Formula Libre fitted with a supercharged Beetle engine with a non-computerised high pressure mechanical fuel injection system.

The big boys in the open wheeler were Dean Tighe the 2022 Aust. champion (Empire Wraith Hayabusa supercharged), Dean Amos (Gould GR55B V8) and David Mahon, the current South Aust. Champion (Dallara Hayabusa).

The day was won by Dean Amos in 35.82s. It's worth noting that the Mt Cotton outright record is still held by SDMA's own Malcolm Oastler (OMS28 Hayabusa Turbo) since 2017 with 35.25s.

Lining up, a Marshall waves you forward and you can perform a burnout on the way to (before) the start line so everything is forward motion only with no reversing back to stage.

Start line differences – Both Mt Cotton and Canberra use a concrete pad (theirs appears to be a rougher surface). There is a start line official but no chock is used. The official ensures the front wheel of ALL vehicles are positioned at the same point relative to a painted white line by waving a hand at the driver to move forward until the position is right. The official then steps well back from the start line, activates a green light and that's it. This is different to Canberra where you are positioned between two light beams. Just how far back the vehicle is positioned on the concrete pad is determined by where the beam gets blocked by the front wing/spoiler area or the front wheel.

Canberra has a great 'esses' section whereas none exist at Mt Cotton, and Canberra can run multi-lap events whereas Mt Cotton it's single lap only.

The Mt Cotton layout seems technically harder than Canberra as there is five short straights that lead in and out of three large arc corners. Each large arc is tricky with camber changes and walls so a steady throttle is advisable before quickly flooring onto a short straight. This is followed by extreme braking and hard acceleration again to go up and around the next hillside loop. The finish line section runs along a hillside being scarily narrow and lined on one side with Armco.

Events are held at 4-6 week intervals, so if you are in the Brisbane or Gold Coast area the Mt Cotton Hillclimb is well worth the visit.

REMINDER!

No event in July. Next event is
Sunday 6th August.

July is the traditional SDMA hibernation month.

This doesn't mean there won't be some activity at the track – track maintenance/ improvements will continue during this period.

Keep watching your email and Facebook for calls for assistance and notifications of when entries open for the 1 lapper on 6 August and track preparation on 5 August.

AGM 2023 date TBA

The Club Constitution

(regulated by the Associations Incorporation Act 1991) requires the club to hold an AGM within 4 months of the close of the financial year.

The plan at this stage is to hold the AGM in late September – we need this amount of lead up time to allow the Treasurer to finalise the books and to then have them audited.

The final date and venue will be advised.

Please start thinking about nominating for a position on the committee for the next year.

ATTENTION: ALL ENTRANTS

You must be a current financial member of SDMA to compete.

If your membership has expired please contact the Membership Secretary, Ross Samuelson, at sdmamembership20@gmail.com.
Membership is \$55 for individuals and \$75 for families.

- **You must have a current Motorsport Australia Speed licence to compete.**

- **You must use an approved safety helmet**
("Competitors' Information" section of the club website www.sdmahillclimb.com.au/competitors has details of approved types).

- **Your vehicle must be roadworthy and safe and meet the safety requirements**
(See "Competitors' Information" section www.sdmahillclimb.com.au/competitors for more info).

- **Drivers must wear long pants and long-sleeved shirts (made from a natural fibre such as cotton) and enclosed footwear.**
No shorts, no t-shirts. Any clothing, including footwear, made of flammable synthetic material (eg. nylon) is not acceptable.

- **If your car has a Motorsport Australia logbook you must have, and use, a compliant frontal head restraint (FHR)**
(aka a HANS device).

- **Provide your own COVID personal protective equipment**
such as hand sanitiser and face masks (if you want to wear one).

WEAR OUR CLUB COLOURS

Let everyone know you're a proud SDMA member!

There is a range of clothing and merchandise with SDMA branding available from Redbubble, a print on demand website.

There are 35 items on offer, ranging from t-shirts, hoodies and sweaters to mugs, laptop sleeves, tote bags and aprons.

Visit www.redbubble.com/people/SDMA-Hillclimb

Click on 'Shop all products'.

The club receives a percentage of all purchases made, so if you head over to the site the next time you're looking to update your wardrobe or thinking about gifts, you'll also be supporting SDMA.

The jumpers and long sleeve shirts are suitable for motorsport use so help yourself and the club at the same time!



CLASSIFIEDS

For Sale - BRAND NEW RPM Mondial driving suit

Current FIA approval (8856-2000), never been worn. It is marked

'medium' but it is too big for me (174cm/74kg) so I think it is more like a 'large' size and it probably has the wrong tag sewn on it. It cost me \$625 but prepared to cut my losses and sell it for **\$500**. Give me a call if we can do a deal.

Contact: **Col Merz** on 0412 316 275



For Sale - Maxxis tyre (235/55 R18 100V) on CSA Savana rim.

Purchased to use as spare on 2010 Holden Captiva, but never used. Complete with wheel nuts: **\$200**

Contact **Henry** 0421 677 951 or in the pits.



For Sale - BREMBO Callpers - 4 piston

One pair, new and unused, radial mount style, pads fitted, suits a brake disc diameter of up to 357mm and 28mm thick. Pics are of the actual caliper. Seeking **\$1,600**.

Contact **Mark** on 0411 101 649



2022-23 CLUB COMMITTEE

President: John Templeton
president@sdmahillclimb.com

Vice-President and Public Officer: Geoff Bassingthwaighte

Secretary: Dave Peisley
secretary@sdmahillclimb.com

Treasurer: Ed Goncalves
treasurer@sdmahillclimb.com

Point Scores: David King

Pre-Event Secretary: Daniel Cummins

Publicity/Media Officer: Celeste Oringo

Membership Secretary: Ross Samuelson
sdmamembership20@gmail.com

General Members

- Colin Merz
- David Yates
- Henry Hillhorst
- Harry Katsanevas
- Warren Spires
- Celeste Oringo
- Daniel Cummins
- Zac Le Lievre
- Anthony Hyde
- Rohan Thatcher
- McKelvy Reed
- Martin Crombie
- Matt Brown

Some general committee members have specific roles: Col Merz is Facility Manager; Celeste Oringo handles social media; Anthony Hyde and David Yates are SDMA representatives on the Fairbairn Park Control Council; Harry Katsanevas is the SDMA representative on the Motorsport Australia NSW Hill Climb Panel.

Magazine: Kim Le Lievre.