

NOVEMBER 2007

The News Wheel

The official magazine of:



WSCC

PO Box 35 Coniston 2500

<http://www.wsc.org.au>

Pres' Ponderings

Well, despite the rain all the week leading up to it, our last clubbie was held in great weather. Plenty of runs and enjoyed by all. A big thank you to all those who helped out (including the mid-week mowing fairy) at the working bees and helping to get the hill ready, both looking good and meeting the requirements of our last track inspection. All points were met and the RTI was happy and signed off the track licence continuation.

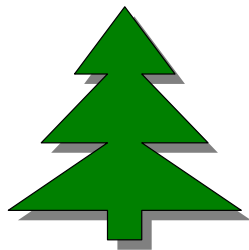
Unfortunately our planned end of year event has been canned as we could not get approval from CAMS. This has also thrown our Christmas Party plans into disarray. So, the plans are now for the Christmas Party to be on Saturday the 8th at the Laurel Room in the Ribbonwood Centre from 6:00pm. The cost will be \$15, which will get you food, drink is BYO. So, put the date in your diaries and help the committee out by getting your name and money down early – the next general meeting would be very helpful!!

If we could have a couple of volunteers to help set-up/cook/clean up that would help us all out.

Saw some of the V8's from Bahrain the other weekend. Obviously they love the V8's over there, but someone must have told all the would-be spectators the wrong date as I guessed there were about 16 people there. The only thing I can think is that they get paid big \$\$ to go there - no body else does! (I mean, when a pit-crew is larger than the crowd you have to think, don't you!?)

Don't forget the Christmas Party, will you!?!

Adrian



Christmas Party



When: Saturday 8th December 6:00pm
Where: Laurel Room at the Dapto Ribbonwood Centre
Cost: \$15/head BYO Drinks.
Contact: Adrian 0409 124412
Fletcher 0414 301321
Chris 0423 189679

Editors Report

Unfortunately as Adrian has said above the Friends of Huntley Day has been cancelled. Thanks to Chris Fraser for having the vision to formulate such an event. Unfortunately CAMS didn't agree with the concept and wouldn't grant us an event permit. Looking at the results of the hillclimbs this year, we had a total of 258 competitors run up the hill this year over the 6 rounds (including state round). The level of interest in hillclimbing seems to have increased markedly - as the numbers are certainly up from last year.

Congratulations to Peter Gumley, regaining the Australian Hillclimb Championship title this year at Mount Cotton. Looking at the results it seems like it was quite a contest!! The top 3 places were as follows:

1 st	Peter Gumley	Wortmeyer SCV	37.53s
2 nd	Andrew Howell	Gould GR55B	37.62s
3 rd	Alan McConnell	Van Diemen RF87	38.50s

After this year spending some time doing some officiating both with WSCC and other clubs, CAMS have promoted me to a "Club Chief" – so look out I might be a Clerk of Course or Steward next year!!! 😊 Hopefully I can get a run up the hill in the new car though...I have also has some conversations with e! Pres regarding his new red Charade – he claims to be in training every day after work up Macquarie Pass for an appearance at Huntley next year!!

The Timespan Hillclimb on the 2nd Dec at Wakefield Park – the regs were in the last magazine - has unfortunately been cancelled. I have not had any feedback on why however.

Thanks to Angus for submitting an article about his experience with Peter Finlay's Driving School – It'd be great to see some more articles from members! If anyone has anything to contribute to the newsletter, please send it to editor@wscc.org.au or call me on 0414 301321. Anything sent before the 2nd week of the month will make it into that month's newsletter.

Fletcher

Emailing Magazines

One of the things that the editor would like to do – to both reduce both the cost of magazines to the club and be a little more environmentally friendly by using less paper – is to email the magazines out to members. If you have an email address and would like to receive the magazine electronically in Acrobat PDF format, please email editor@wscc.org.au. Your thanks for supporting this initiative in advance.

2007 Calendar

	WSCC Events	Other Events
Nov 28	Club Meeting (German Club)	
Dec 1	Huntley Working Bee	Dec 1/2 Bathurst Speed Weekend (BLCC)
Dec 8	WSCC Christmas Party	

Two Days at Oran Park

Having had as much fun at Huntley as I've ever had with my clothes on, and recognising that I'm usually too full of myself for my own good, I thought some further education would be sensible. Events like caning an M3 around Eastern Creek sounded like fun till I saw the pricing, so it was off to Peter Finlay's International Racing and Rallying School at Oran Park on 23-24 October 2007.

Day One: How CAMS licensing works; how to heel and toe double declutch down through the gears; don't rest your hand on the gearshift; flags; cornering, etc. Peter Finlay told us to keep both hands at quarter to three and don't move them on the steering wheel (I had my arms crossed so much my elbows were touching in the tighter corners!); never use the push-me-pull-you method, and never put your hand inside the steering wheel (my father taught me it's sufficient to use one hand only to steer with a firm grip, and NEVER cross arms - practices I think I'll continue). We were also told to put our right hand out the window to indicate stopping when pulling into the pits, to indicate which side we're going to make space for faster cars to overtake on, and to acknowledge flags.

Out to the South course figure 8: practised emergency braking wet and dry in a straight line, then in corners, increasing speed each time. 4 instructors giving good feedback after each attempt. Practised apexes marked with witches hats with Barton, an instructor, sitting in once in a while giving brilliant feedback. I thought my modified Corolla Conquest would be the slowest car there, but I was amazed to see a Mazda 121 which spun in front of a well modified Skyline GTR V spec with me 5 metres from his exhaust after crossing the bridge diagonally. Surprised my front bumper didn't melt each time he changed gear. Highlight of the day was glancing in my mirror to see if it was worthwhile getting out of the way of a Carrera RS before crossing the bridge, only to see it coming at me fast, sideways. He span infield and I apologised to him in the pits later, if I had got in his way. He said he'd gassed it too much coming out of the right hander and preferred to put it infield than into the bridge wall or into my towball. Could have been painful. The towball's justified itself. Cones went out to simulate a parked semi to steer and accelerate around and then stopping before hitting a bus full of kids - lotsa fun. Great feedback from instructors immediately after each pass. The 121 was replaced by a Volvo 360, not much faster, but less likely to tumble dry. ROFL. Second slowest car was a ten year old Longreach ute. Third slowest was a racing HQ. Then there was an increasing gap to a group including me, an MX5, a historic Volvo two door, and often whoever had an instructor with them.

Day Two, South Circuit: checked everything (special mention made of tyre pressures and wheel nuts after a PRB lost a wheel nut on Day One), watched an Audi R8 making faster passes down the main straight. Walked the circuit, witches hats on apexes. Groups of four (1 instructor driving each car) cruising smoothly around kissing apexes, swap with instructor in pit lane for a lap or two, drop the instructor back in pit lane and then solo with the others on track (max 115kmph - whoops, I'm doing 125 up the inside - takes foot off gas). Then more braking in a straight line and then part way round turn 1 between witches hats, increasing speeds, finishing with flat out, and excellent feedback immediately after each try. Most were braking just before the mid-pit flag position, especially the faster cars doing 180+. I flogged the Conquest to 9000rpm in every gear touching 160 on my speedo, on the brakes about 40M past the flag point, got told I was brave leaving it that late, lifting a back wheel in corners. I stuffed it up a few times (put a wheel in the dirt once) but didn't need the rest of the straight. Helped push the HQ off the track - running rich, out of fuel.

Spectacular spin from the Skyline in turn 1 - got carried away overtaking me, the GTS 300 and a Golf GTi, and couldn't make the corner. I upset the GTS 300 driver (sounded fantastic passing me on the straight) by outbraking him every time and staying glued to his ass until Suttons when he'd blow my doors off across the top. I am an aggressive sod on track. Upset Peter Finlay by missing his apexes screaming through corners on three wheels. But I was heel and toeing every downshift. Yeehaa...

Refuel in Narellan during lunch, then parked on the grass before each corner, talked it through, practised it, round again and park adjacent to next corner, and so on.

Finally, individual timed laps to establish pole positions (I did 61.9: back of the grid), then a five lap race. When the red went out I flew up the middle between the HQ and the Ute and got stuck in the queue. Chequered flag after four laps because the Carrera RS was about to modify the Volvo 360. Checked my mirror cruising in to turn 1 on the cool down lap, and couldn't see the 4L 5spd ute, the 308 HQ who couldn't overtake him, or a long way back, the Volvo 360 with a Carrera presumably on its bumper. Dangerous. Apart from qualifying, I was doing mid 50s, and got amazed comments about how quick the Conquest is (1030 tare, minus bits, plus me, towball and fuel - about 1160kg and about 120kW).

Thanks to Geoff Lord for the fantastic engine, and Bells Autos for looking after it so well.

Thanks to Peter Finlay and his team - I learned a lot and am still practising heel and toe double declutching, driving smoothly, and not being a sod on the road. (An apex is a social club isn't it?)

Thanks to Louise for the photos and videos. Great people, great fun, professional info and practice.

Angus Carrick.

Committee 2007

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WOLLONGONG SPORTING CAR CLUB														
HUNTLEY HILLCLIMB 11th November 2007														
OUTRIGHT CLUB RECORD: PETER GUMLEY 19.49 23RD SEPTEMBER 2007 SCV														
CAR NO	DRIVER	CAR	CLUB	RUN 1	RUN 2	RUN 3	RUN 4	RUN 5	RUN 6	RUN 7	RUN 8	FASTEST	POSITION IN CLASS	POSITION OUTRIGHT
TYPE 1&2 0-1600			RECORD:	ALLAN BUGH		28.14	18/04/1998	PRB CLUBMAN						
17	Anthony Musson	Peugeot 205	Peugeot	36.63	36.93	36.81	36.21	36.21	36.23	35.69	35.69	35.69	2	31
45	Richard Robinson	Suzuki Swift	WSSC	34.33	33.51	33.68	33.73	33.79	33.10	33.89	33.17	33.10	1	28
TYPE 1&2 1601-2000			RECORD:	RICHARD COLLEY		29.56	7/08/2001	HONDA						
71	Daniel O'Dempsey	Datsun 1600	SKDAC	44.07	42.32	39.40	41.39	40.92	-	-	-	39.40	5	34
117	Angus Carrick	Corolla	WSSC	36.90	35.07	35.16	35.12	34.83	35.18	35.38	35.59	34.83	3	30
135	Beb Fox	Volvo 142S	SDMA	43.70	38.58	39.17	39.08	-	-	-	-	38.58	4	33
171	Wade Lillington	Renault Clio	WSSC	30.64	31.98	30.75	31.09	30.72	30.81	-	-	30.64	1	18
1711	Geoffrey Emerson	Renault Clio	WSSC	34.64	31.90	32.24	32.59	31.36	-	-	-	31.36	2	21
TYPE 1&2 OVER 3000			RECORD:	GREG MACKIE		26.07	26/9/2004	PORSCHE						
23	Stephen Normoyle	Commodore	MGCCN	32.15	31.63	30.81	30.45	30.57	30.67	30.44	-	30.44	2	15
76	Robert Shaw	Torana	WSSC	33.82	32.79	32.39	32.53	32.70	32.25	32.47	31.93	31.93	5	24
77	Michael Kings	Commodore	WSSC	34.03	32.06	30.83	31.58	30.44	31.46	40.51	31.38	30.44	2	15
202	Cameron Petrie	Commodore	WSSC	37.63	37.28	37.17	37.44	36.93	37.55	36.76	37.43	36.76	6	32
231	Kristiane Heidrich	Commodore	WSSC	36.97	33.72	37.08	33.67	32.40	33.29	32.34	31.46	31.46	4	22
500	Ian Heeley	Commodore	HSV	29.42	29.39	29.01	29.55	29.67	29.17	29.14	29.42	29.01	1	10
TYPE 3 1601-2000			RECORD:	JASON MICALLEFF		28.84	17/4/2005	LOTUS EXIGE						
7	Dean Leary	TE Gemini	WSSC	33.95	32.55	32.30	32.36	32.02	31.76	32.71	-	31.76	3	23
9	John Edwards	Celica	WSSC	34.76	34.16	34.42	35.70	35.06	37.24	-	-	34.16	5	29
43	Shawn LeClerc	Capri	WSSC	34.63	35.29	34.45	33.87	34.13	33.75	33.38	32.67	32.67	4	27
141	Andrew Kohler	Datsun 1600	SKDAC	32.38	31.65	30.76	30.49	30.62	30.70	30.93	31.05	30.49	1	17
74	Nick Allan	Peugeot 306	Peugeot	33.12	32.78	33.24	32.25	32.19	31.42	31.26	31.39	31.26	2	20
TYPE 3 2001-3000			RECORD:	RAMA HIGGINS		27.58	11/04/2001	BMW						
137	John Ewing	Mazda RX7	SKDAC	30.90	30.06	31.12	30.06	29.50	29.55	-	-	29.50	1	12
TYPE 3 OVER 3000			RECORD:	IAN WINWOOD-SMITH		26.29	5/11/1995	TORANA						
11	Neil Thring	Torana	NSWRRC	28.31	27.54	27.04	27.34	27.59	27.33	-	-	27.04	1	3
91	George Horvath	Mazda RX-2	RENEW	28.93	28.94	28.24	28.70	27.65	27.54	-	-	27.54	2	6
92	Heath Ryter	Mazda RX-7	RENEW	33.73	30.50	29.59	30.36	29.01	30.28	-	-	29.01	5	10
111	Darren Robertson	Commodore	WSSC	30.91	30.09	29.80	29.03	29.48	28.84	28.90	28.20	28.20	4	9
158	Chris Robinson	Pacer	WSSC	33.68	32.94	34.15	33.41	32.40	34.03	31.99	-	31.99	6	25
552	David Spring	Commodore	WSSC	28.54	28.16	29.07	29.14	29.36	30.81	29.76	30.60	28.16	3	8
700	Richard Marat	Torana	FOSC	37.39	33.22	33.07	33.76	32.51	33.01	32.47	-	32.47	7	26
TYPE 4 0-1600			RECORD:	CHARLIE BORG		26.99	16/07/2006	MINI						
72	Jo Bell	Mini	WSSC	31.21	-	-	-	-	-	-	-	31.21	2	19
172	Bob Bell	Mini	WSSC	27.48	-	-	-	-	-	-	-	27.48	1	4
TYPE 4 1601-2000			RECORD:	COLIN SCOTT		26.51	26/10/2003	FIAT						
4	Graeme Syphers	Escort	WSSC	-	-	-	-	-	-	-	-	-	-	-
TYPE 4 2001-3000			RECORD:	WAYNE PENROSE		24.52	16/9/2001	VW BEETLE						
96	Arthur Hollins	Cortina Mkl	SDMA	28.99	28.12	27.94	27.92	28.14	27.62	-	-	27.62	1	7
951	Ray McEwen	Anglia	WSSC	31.99	29.72	42.98	DNS	-	-	-	-	29.72	2	13
TYPE 4 3000-6000			RECORD:	JASON MICALLEFF		24.50	23/9/2007	LOTUS EXIGE						
50	Stephen James	Torana	WSSC	29.37	27.69	27.63	27.66	27.67	27.50	28.95	28.95	27.50	1	5
TYPE 5 0-1300			RECORD:	STEPHEN HOOKER		21.60	1/04/2007	JEDI SUZUKI						
258	Stephen Hooker	Jedi	WSSC	22.03	21.77	21.72	21.81	21.82	21.67	21.83	-	21.67	1	1
TYPE SV OVER 3000			RECORD:	JEFF DENMEADE		25.11	23/9/2007	LANCER EVO						
	Iain Turner	Evo 8 RS	BMW	-	-	-	-	-	-	-	-	-	-	-
12	Barry Fraser	WRX Sti	WSSC	26.23	25.92	25.75	25.65	26.04	25.87	26.57	25.92	25.65	1	2
33	Gavin Crank	WRX Sti	SSCC	30.42	30.36	29.89	29.72	30.27	29.89	29.84	29.86	29.72	2	13
FASTEST LADY OF THE DAY - Jo Bell 31.21														
FASTEST TIME OF THE DAY - Stephen Hooker 21.67														
* DENOTES NEW RECORD														