

## **CARRIC/Tighe Cams Hillclimb Series Round 6 - by Ace Reporter**

Two class records resulted from the final round of the series for 2018 and confirmed the winners for both the series as well as the Top Six Shootout. Summer had certainly arrived, for those in attendance were able to sit in the warm weather and under the trees to observe the competition.

### **REGULARITY**

Running order for the programme commences with those participating in the Regularity competition. Flavio Paggiaro (MGB GT V8) took the class with a loss of 4 points from Shaun Rankin (MGB GT) and Lindsay Derriman (Toyota Camry) both on minus 13 points then Robert Martin (Daihatsu Handi) down 24, Sebastian Black (Subaru WRX) minus 39 with Chrystellee Semple (Falcon) on 106 points.

### **SEDAN CARS**

The Circuit Excel class went to Mark Pryor with a best run off 51.63 seconds followed by Brad Smith (52.06 seconds), Euan McGarry (55.67, receiving some advice regarding tyre pressures from Mark), Ross McAndrew (56.66) with Gloria McAndrew recording a 58.23 second time.

The up to 1600 cc capacity class for Road Registered cars went to Harry Doling in his Toyota Corolla Levin BZR with a 48.89 seconds run. In the 1601 to 2000 capacity class Christopher Balhatchet (Renault Clio, 55.27 seconds) was quicker than Richard Marken (Peugeot 205 GTi) with his best time of 55.96 seconds. They were separated by 0.10 second after run one with Christopher ahead 56.99 to Richard's 57.09 then Richard gained the lead from run two (55.96 to 56.77), run three saw Richard still ahead 55.96 to 56.02 with the lead being regained by Christopher (55.92) just 0.04 seconds ahead by the final run on Saturday. Christopher would increase this slender lead on run eight (55.61), again on run nine (55.40) then 55.27 on run ten to claim the class by 0.69 seconds. Ray Balhatchet recorded a 55.34 run in his Nissan Skyline with Matthew McGrath (Ford Fiesta turbo, 54.17) to win the over 2 litre capacity class.

Ray Evans won the PRC Rally Cars class with a 55.43 second time in his rally Escort.

Modified Production Sedan up to 2000 cc went to Sean Wade (Nissan Pulsar, 52.55) 0.56 seconds from Noel Dore (Volkswagen Beetle, 53.11), Karl Reinke (Hyundai Excel X3, 58.58), Jo Reinke (Hyundai Excel X3, 59.37) then Jack Turner (Hyundai Excel X3, 61.14). Noel was ahead on the Saturday runs 54.40 to Sean's 55.05 then 54.22 to 55.01 on the second run, and 53.74 to 55.01 by the final run on Saturday. First run on Sunday Sean was quicker 53.14 to Noel's 53.74, then Noel 0.03 seconds ahead 53.11 to 53.14 by run seven before Sean recorded 52.80 then 52.55 time on the ninth run to win the class. The 2001 cc and over class went to Brendan Merrick (Datsun 120Y turbo, 50.37) from Aaron Langford in his Hyundai Accent turbo recording a 54.09 time.

Waco Hamlin won the Improved Production Cars Up to 1600 cc in his Honda Civic in a best time of 53.96 seconds with Brendan Cowie in his Skoda Fabia with a 56.35 seconds time.

Brendan reports he is from a different part of the Cowie clan, not being related to Tyson or Alex. He has owned the Skoda for about 5 years. After having run in a few circuit sprints and producing some decent times found he could not afford any radical car. To be involved Brendan converted the Skoda by stripping the interior to install a safety cage, upgraded the suspension with coil over springs, and made a few upgrades to the engine. The 1601 to 2000 cc class went to Wayne Ferguson (VW Fastback, 55.54) with Ian Dalgliesh (VW Fastback 59.38) then David Sidery (Volkswagen Beetle) recording a 67.19 when enduring one of 'those' weekends. On his first run on Saturday Dave identified crank angle sensor problems which did not allow the engine to run at its best. Attempts to rectify the issue with a new sensor and/or connector resulted in stoppages on the circuit. On the last run on Saturday when the issue may have been corrected and following all the frustration and work he omitted to ensure there was sufficient fuel for the last run on Saturday. Thus the VW was able to run down out of the first loop to the hairpin before the engine ceased running. Work on Saturday evening saw Dave made a new bracket to run old sensor (seemed the best unit) thus he only needed to time the engine on Sunday. Unfortunately this was to no avail as the engine still would not run. However, with work on it through Sunday the engine appeared to run as desired and Dave lined up for run nine. Willed on by all, the VW climbed the first hill through the first loop, then up the second hill loop and out of the hairpin for the final climb back to the finish but alas the VW stopped half way up that final climb to the finish line! No such issues for those in the 2001cc and over class with the win going to Ken Graham (Datsun 1600 SSS, 46.17) from Pauline Graham (Datsun 1600 SSS, 46.73), Gary Kirchofer (BMW 130i, 49.87), Dave Homer (Ford Fiesta turbo, 50.07) and Terry Scharf in his Nissan Skyline with a best run of 50.23 seconds.

Sebastian Black won the All Wheel Drive Forced Induction class in his Subaru WRX turbo with a 45.57 time from John Stuckey (Subaru WRX turbo, 50.40) with Rhonda Stuckey in the Subaru WRX turbo with a best run of 58.25 seconds.

Ross Mackay took the Sports Sedans class in his Ford Escort Mk 1 - now with a new paint livery and a good wheel alignment - in 44.88 seconds from Gavin Taylor (Volkswagen Golf GT, 45.36), Daryl Morton (Morris Cooper S, 50.38) with Jason Martell in his Ford Escort Mk 2 in a 51.63 second time.

## SPORTS CARS

Production Sports Cars up to 1600 cc went to Steve Purdy in his Austin Healey Sprite Mk3 in 50.36 seconds. David Robertson took the 1601 to 2000 cc class in his Subaru BRZ with a 48.92 time with Chris Johns (with the For Sale MGF, 50.11), Gregory King (Toyota MR2, 50.49), Rod Thomas (Mazda MX5, 52.44), Lyn Dickson (MGF, 55.85), Ian Finglas (Mazda MX5, 55.88), Chris Lake (Toyota 86, 56.30) with Andrew Lake (Toyota 86, 56.38). Lyn and Ian were close all meeting for at the end of the Saturday runs 0.13 seconds separated them with Lyn (56.13 seconds) just ahead of Ian's time of 56.26. Run six on Sunday Ian set a 55.88 time to Lyn's 56.13 before Lyn recorded her best at 55.85 being 0.03 seconds under Ian's time. Rod Thomas was having his first competition event at Mount Cotton in his basically standard Mazda. Chris Lake, having sold the Escargo, purchased the Toyota 86 as a family car with production front aero devices with the only issue being getting accustomed to the gearstick

on the left side. It is a family car when the family is just two with all the children well and truly having left the family nest. Michael Larymore took the over 2litre class in his Toyota MR2 in 45.43 seconds with Daryll Searle in his Triumph TR8 next with a best run of 48.45 seconds.

The Clubman Sports Cars was won by Raymond Bromley (Locost Seven) in a new class record of 43.54 seconds. He was followed by Ainsley Fitzgerald (Arrow Clubman, 45.58) and Jason McGarry (Caterham R300, 46.83). Ainsley was trying to locate a clunking noise from the left rear suspension area which was pronounced mainly through the first right hand corner leading into the first hill. Although this was his first event at Mount Cotton Raymond recorded times of 47.30 (his first run), 45.90, 45.66 and at the final run on Saturday 44.39 seconds. On Sunday he ran times of 44.11 (on run seven and a record), then 43.54 on run eight. Raymond found the Locost in the Brisbane area through e-bay. He travelled up from Newcastle to acquire the clubman which is powered by a Kawasaki ZX1400 series 1 engine through a sequential gearbox into an Escort rear axle with a limited slip differential. Ray usually competes at the hillclimbs at Ringwood and Tamworth as well as in the sports car series at Eastern Creek and Wakefield Park.

Moving from the Formula Vee class to the Sports 1300 class Jim Heymer was having his first competitive event in the ex Daryll Searle/Kork Ballington Farrell L clubman. Jim recorded a conservative 52.74 seconds for his first run in the clubman followed by 51.33, 49.71, and a 49.39 by the last run on Saturday. His Sunday times steadily improved to 48.37, 48.18, 48.03 and a final run of 48.00 seconds.

## RACING CARS

The Superkarts class went to Luke Weiks (450 cc Kart) with a 45.21 time followed by Stephen Edwards in his 125 cc Silverline with a 49.70 seconds time.

Jim Milliner was quickest in the up to 1300 cc Formula Libre class with his quickest time of 39.94 in his OMS 2000M. Next was Paul Van Wijk (OMS Hornet, 41.12), then David Quelch (Honda DPQ Special, 41.97), Matthew Read (Readster MTR1, 43.00) and Dave Homer in the Grp A GAE001 with a 43.52 run before a head gasket problem put an end to his runs for the weekend. Jim Milliner on his first run on Sunday braked very late into the hairpin. Faced with either selecting first gear for a compression lock up or risk ending in those Queensland nutshells Jim selected first gear and sort of half spun for a 54.75 time. Paul Van Wijk continues to develop the OMS with better drive chains along with attending to the understeer by increasing the poundage in front shock absorbers along with improvements to the rear suspension area. David Quelch raised the engine rev limiter from 11000 rpm to 14000 and using those 14000 revs for a 41.97 time. Over the Christmas period the DPQ is to undergo a bit of an upgrade to rear chassis design with the brakes to come inboard as well as changes to the front suspension. The 1301 cc and over class went to Dean Tighe (Dallara Judd, 37.54) with Dean Amos Gould (GR55B, 38.12 when the gear selection problem was overcome), Michael von Rappard (Dallara F392, 38.21), Vikki Paxton (Dallara F301, 42.45) and Stan Pobjoy (Formula Libre S/c) which encountered a baking issue on his first run which ended in those nutshells. Michael's runs included a spin after the finish line which resulted in no damage thus enabling Michael to complete his runs as well as the Top Six Shootout. Vikki

Paxton was running in her Dallara in which she had retained the Australian Supersprint Championship title held at Wakefield Park on October/November. She won first Australian title at Morgan Park in November 2017.

#### HISTORIC

The Historic classes went to Barry Smith (Ford V8 Special, 56.20) in Group K Post Vintage Thoroughbred Racing and Sports cars 1931-1940, Don Webster (MGTD, 66.46) in Group L Historic Racing and Sports Cars 1941-1960, Geoff Cohen (Bulant Clubman Mk 7L, 47.44) in Group Q Historic Racing and Sports Racing cars 1970-1977, Greg Tebble (Van Diemen FF2000, 43.47) for Group R Historic Racing and Sports Racing cars post 1977, Bruce Jackson (MGBGT, 55.90) in Group S for Production Sports cars 1941-1977 and David Dumolo (Venom Formula Vee, 55.38) in Group V Formula Vee Racing Cars 1965-1985.

Geoff Cohen again lowered the class record he set in the September meeting at 48.10 three times this meeting to 48.07 on the final run on Saturday followed by a new mark of 47.78 on run seven then 47.44 seconds on the ninth run on Sunday. Bruce Jackson continues to reduce his times from 56.83 to 56.44 and a best run of 55.90 seconds. David Dumolo recorded a personal best in the Venom Formula Vee following help from Jim Heymer and Geoff Cohen with the carburation.

#### TOP SIX

David Quelch (DNF), Paul Von Wijk (41.87 seconds), Jim Milliner (41.23), Michael von Rappard (39.33), Dean Tighe (37.79) and Dean Amos (37.67 seconds).

Best MG Historic: Don Webster

Fastest MG 1601 to 2000 ccs: Chris Johns

Fastest MG 2001 ccs and over: Flavio Paggiaro

Fastest MG: Chris Johns

Fastest Time of Day: Dean Tighe

Most Improved: Sean Wade