



Clubman Nationals 2007

Oct 26 to 28 - Adelaide – South Australia

Newsletter 6 - POST Nationals.

16/11/2007

What an amazing 3 and a half days!!

The Adelaide hills and Fleurieu Peninsular turned on a great weekend for the 98 Clubbies taking part in the 2007 Clubman Nationals over the weekend of 26th-28th October, and the Clubbies SA organising Committee finally saw 16 months of planning come to fruition watching the cars arriving at "Clubbie Central" on Thursday 25th. The really keen participants wasted no time in getting their Clubbies all lined up for a fang over some of the Classic Adelaide Rally sections and the smiles on all the faces when they came back set the tone for the whole weekend. There was plenty of catching up to do around the BBQ, and this year a whole lot of new people to meet.

Beryl & Tony Dickinson, Kristen Bailey and Barry Fuss were our volunteers manning the "Registration Desk" and they not only welcomed participants and sorted entries, they also did a brisk trade in caps and raffle tickets, and generally helped with any enquiries. They did a great job and they're help was invaluable.

At the same time Pat Umlauf from the Sporting car Club was sorting licences for the Hill Climb so that there was no time lost on paperwork at the track. Her contribution to the Nationals was immense, not only did she coordinate all our entries and set up the hill climb, she is also the current Committee Chairman for the "Climb to the Eagle". We owe her and her husband Graeme a huge debt of gratitude for they're efforts in making the weekend a success.

Friday started with an early run down to Victoria Park for the "Climb to the Eagle" with The Sporting Car Club of SA. This event commenced in 1985 as part of the Grand Prix weekend and during its 11 years it attracted many famous drivers including, Formula 1 World Champions Juan Manuel Fangio, Sir Jack Brabham, John Surtees, Denny Hulme, Phil Hill, Stirling Moss and other Champions. The "Climb to the Eagle" continues to be run annually in memory of the Adelaide Grand Prix Carnival. In 2004 the name was changed to The "John Blanden Climb to the Eagle" in recognition of John's work in setting up this event.

This year our 97 Clubbies joined the 202 other classic and exotic cars for the 23rd Climb starting from the original Adelaide Grand Prix start line through the city, suburbs and ending at the Eagle on the Hill Hotel in the Adelaide Hills. The 300 odd entries showcased a wide selection of modern and classic cars from a brand new Audi R8 to a 1972 Lotus Europa, Austin Healey's, MG's, two BMW M1's and 100+ Clubbies. It was a fantastic sight to watch Adelaide Grand Prix Legend Glen Dix celebrating his 72nd birthday by waving every individual car off the starting line, and there was many a photo taken from the passenger seat to commemorate the occasion.



At the completion of the "Climb to the Eagle" 97 Clubbies descended on the Hahndorf Bowling Club for a morning tea of fresh scones, jam and cream that the local ladies had been making since 1AM that morning. This stop also allowed passengers to swap vehicles, others to look for rides and the first chance for a



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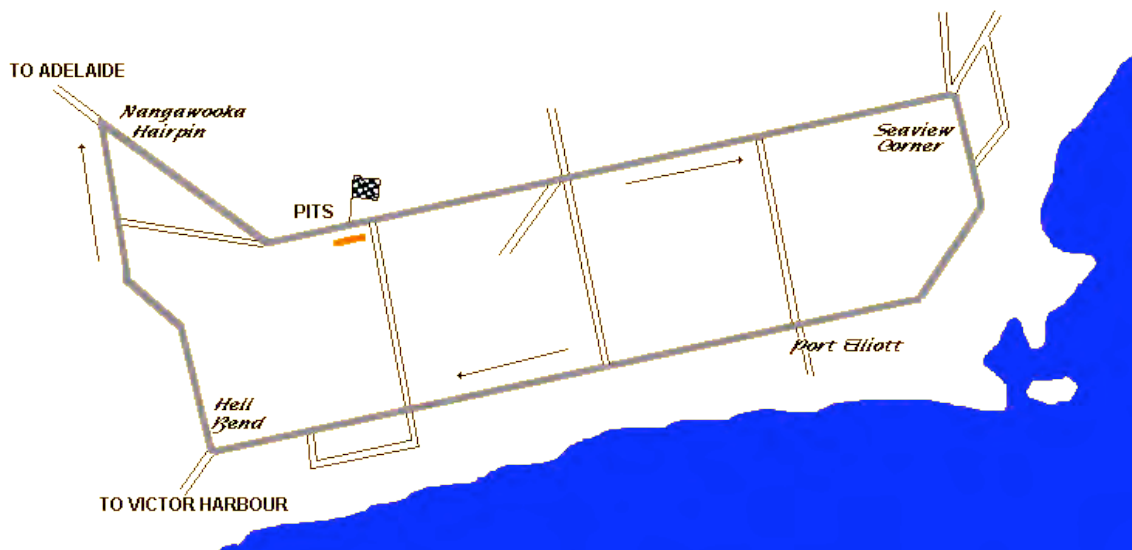
photo's of all 97 Clubbies parked together in one spot. The sight of ALL the Clubbies together for the first time was probably when it hit home to most people just how big this weekend was.



After morning tea they all headed off to rejoin the other cars for the "[Southern Venture](#)" run to Victor Harbor. This was a thoroughly enjoyable ride through the winding hills to Middleton via roads used in the Classic Adelaide.

As the vehicles entered Port Elliot the Clubbies were directed to the Middleton Tavern for the lunch break, while the other participants carried on to their normal destination at Victor Harbor.

The Middleton Tavern, and the bakery across the road were popular stops for a great lunch, and there was lots of interest from the locals with many inspecting the cars lined up in the car park.



Type: Road course

Length: 12.55 km

Location: Port Elliott, 4km east of Victor Harbour, 52 km south of Adelaide, South Australia



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After marking the time at the Port Elliott marker, written instructions took the cars back to the same marker, which constituted a complete lap of the old Grand Prix circuit. The lap time was a whopping 12m 34secs compared to 5 or so minutes for the competitors in the 1936 Centenary Australian Grand Prix.

The run then headed into Victor Harbour, out through Inman Valley, Normanville, Yankalilla, across the Myponga Reservoir wall, down old Willunga Hill, through to McLaren Vale and back to the Hahndorf Resort (Clubbie Central) just in time for dinner. This was a big day and many tired faces told the story at dinner that night. Now, being an Observation Run, the aim was to answer the three pages of questions with answers that were at least readable if not necessarily correct! That's a tall order in a Clubbie, and the answer to the question, "How many dairy farms have you passed today?" The answer was 137. I bet you really needed to know that.



An after dinner Drivers Briefing covered the next day's activities at Collingrove Hillclimb, and then three very informative seminars were presented.

Firstly there was a very well received cooking demonstration for the Partners and other interested parties with a lot of tasting observed at the end of the demo.

Richard Audsley from NSW presented a talk on "Understanding ECU's" and then went on to explain the "Mega Squirt" home built ECU and the volumes of information on the internet regarding these units. It seems from comments afterwards that there are a few people interested in going in this direction with their cars.

Simon Taylor from SA held everyone's interest with his story of the trials and tribulations in duplicating a 1930's Model T FORD twin cam cylinder head. The interesting thing here is, there are only 11 of these heads in the world and he spent a lot of time (and money) in trying to get his to work. He then decided to cut it up to see how it was made! With help from a pattern maker (ex Chrysler) they made patterns that were used to cast up what is now the only Alloy Model T twin cam head in the world, and it is ready to place on the engine in his model T sportster. The original Model T engines revved to about 1800rpm, and it's interesting to note that Simon's T can rev to 5000rpm. When you see the crank you realize just what an advance this is. Simon also had some advice regarding correct use and location of belts and extinguishers in a motorsport environment. It was an excellent night and very well received by all who attended.

After all the activity on Friday there were plenty of people out early Saturday getting ready for the Hillclimb. The weather for the most part was overcast and threatened to rain for the best part of the afternoon, but that didn't seem to dampen anyone's spirits. A total of 78 cars took part at this quite technical little track with most drivers completing three runs each. There was the odd car that mowed particular parts of the track verge, and for a couple it was a very wide verge. This writer managed to run



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the bearings in the SR20 with an off track excursion up at the top that pushed the sump up against the oil pickup on the very first run of the day. No 1 must be unlucky or something! ☹️ Luckily the crank was OK and it's all up and running again.

The hill timing system splits the run into 3 sections and some of the times were quite interesting for those that know the hill. Three different drivers were clocked with the best splits on each of the three runs. The first split times were Phil Poat in a Birkin at 7.40 seconds, Andrew Bailey in a Puma at 7.46s and Chris Clark in a Locost with a 7.48s. The second split times were Jayne White in a Puma with 11.93s; Andrew Burnard in a Westfield with 13.32s and David Whittle in a PRB with 13.33s. The best third splits were Andrew Burnard in a Westfield with 13.87 seconds; Andrew Bailey in a Puma with 14.10s and David Whittle in a PRB with 14.12s.

It was decided to call it quits after the third round as it was taking well over an hour per round, and there was an hour's drive back to Hahndorf to consider, not to mention the weather was turning nasty. It was quite wet and windy by the time we got back.



Andrew Burnard won outright first with the best time of 34.73 seconds, second place went to David Whittle with a best time of 35.23 seconds and third place to Chris Clark with a best time of 35.71 seconds. Mention must be made that this was Chris Clark's first time at Collingrove along with Phil Poat and David Mockford who all had outstanding runs. Congratulations guys on a great effort.

The Nationals Dinner catered to well over 200 people with good food and plenty of banter around the tables. I'm just amazed at how this event has grown in 4 years, we sat 86 people down to Dinner at Echuca for the first Roundup, and we were really excited to see 36 clubbies all in one place. Now it has evolved into the Nationals and the interest is such that people are driving halfway across the Country to attend! It's very gratifying and I'm humbled at the level of support. To give you an idea of the financial growth, the Budget for the Nationals was 10 times the original budget for the Echuca Roundup.

Sunday was ShowNShine day at the National Motor Museum, and the "Convoy" of Clubbies kept locals entertained as they made their way to Birdwood. The weather had turned quite nasty overnight and it actually rained mud, but it did not deter the 78 cars that turned out to show everyone their pride and joy. There were separate awards for Locost (Home built ICV) and Kit Car Categories.



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In the Homebuilt ICV section, 1st place went to Paul Hannell from Queensland, 2nd place to Geoff Vardon from South Australia, and 3rd place to Mike Laws from South Australia.

In the Kit car section, 1st place went to Lee Wearne from Victoria with a Birkin, 2nd Lindsay Herath from Victoria with a PRB, and 3rd to Graham Umlauf from South Australia with a Kestrel.

It's obvious that the build quality of these fantastic cars improves each year to a point where it's getting quite difficult for the judges. Kristen Bailey, who has just taken delivery of her new PUMA chassis said she felt like a kid in a candy store with so many cars to look at and drool over, and for someone who is in the early stages of the build process, it was very exciting.



As I stated at the beginning, the Nationals Committee has been meeting over the last 16 months to set everything in place for this event. The 7 people involved were, Paul Doube, Barry Edson, Simon Gigney (Our Web Master), Sean Power, Warren Scarman, Tim Laws, and myself.

The work done, and the results achieved by these people is amazing, they've taken the original Roundup and elevated it to truly National status with a proper budget, sponsorships, formidable abilities in business management, and called in favours from all over the place to make it happen. They, along with Pat Umlauf deserve every accolade for their efforts, and I take this opportunity to thank them for all they're input over a very long period.

I also want to again mention the efforts of the Volunteers, Christine Hawes, who along with Barry Edson organised the Partner's activities over the weekend. Ruth Doube, who was a valued contributor at many a Committee meeting, Beryl & Tony Dickenson who manned the "Registration Desk" and made sure the goodie bags and tickets went to the right people, Kristen Bailey who came on board so she could be close to the action because her clubbie is still "in build", Barry Fuss, who worked tirelessly over the weekend with Warren to make sure everything was in place at the right time and Brighid Power who helped at registration, lunches and dinners.



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The level of sponsorship the event attracted was amazing, and it came in all forms from Dollars in the bank, to product, to services in kind, to advertising, to goodie bag items, it just didn't stop, and without any previous contact RACE Magazine and Just Cars approached us with their contributions.

Here, in no particular order is the list of sponsors,

Daikin Australia/Barossa Air Conditioning, Lion Nathan, Justice Bros Car Care Products, Roof Seal, Shannons Insurance, Race Magazine, St James First Aid, Just Cars Magazine, SA Motorsport Tyres, Paul Doube Lawyers, Birkin Australia, Sean Power and Associates, Barossa Fine Foods,

On behalf of the organising Committee I thank all of the above Companies and Individuals for their invaluable contributions towards the success of the Clubman Nationals. It's greatly appreciated.

Of course the REAL Heroes were all of you, The Entrants! You are what made the Nationals a success, the camaraderie and friendship displayed over the course of the weekend made for a spectacular atmosphere, and I thank you all on behalf of the Nationals Committee from the bottom of my heart, It's a big call to drive the distances and spend the money a lot of you did for a weekend away. I trust it was worthwhile for everyone and that the event was enough to entice you, and others that didn't come this time, to do it all again at our next event.



Speaking of the next event, we're going to have a rest for quite a few months, and then we might start to think about what we can do next time the Nationals come to Adelaide.

We are of the opinion that every two years is a comfortable time frame for an event of this size, and **we take this opportunity to invite another State/Territory to look at doing something on a National basis in 2009.** We envisage that a Nationals event would run on the ODD years and the even years would be the rest years.



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ClubbiesSA hereby reserve 2011 for the next Adelaide based Clubman Nationals.

I would point out that we would not expect interstate groups to do anything the size of the Adelaide event. In SA we are in the unique position of having the structure in place, and the contacts, and the manpower to do what we did, but if you do put something on, you can be assured we'll be there with bells on.

Having said that, we WILL be having a Social Weekend in Echuca in 2008 to mark the 5th Anniversary of the original Roundup. Nothing planned, just turn up, pose up and down the main street, and generally have a good time with some nice meals, winery visits etc, and the company of good friends. We're thinking along the lines of, Arrive Thursday, have the Friday & Saturday in Echuca, and off home again on the Sunday. Those that can't get a lot of time off would be back home for work on Monday. It will be published on the ClubbiesSA website and OZ Clubbies when we decide on a date.

Well that's about it from me for now, note that I unashamedly plagiarised Kristen Bailey's article for RACE Magazine for some of this Newsletter.

As usual I wish you all,

Great drives, Clear skies, and the Sun at your back!

Regards,

Mike Laws.

