



OVER the HILL



Southern District Motorsports Association, PO Box 1484, QUEANBEYAN NSW 2620

Email: secretary@sdmahillclimb.com

April 2021

PRESIDENT'S REPORT



COVID restrictions are still with us but are gradually easing and with vaccinations underway, life may start to get back to something that looks like what we once thought of as normal. After such an extraordinary year, we can only hope so.

In that context, the Committee has been considering how we will run hillclimbs in the future given the experiences of the last 12 months, starting with scrutineering.

We are going to continue with virtual self-scrutineering declarations having to be lodged online as part of event entries, but we are also going to conduct limited physical scrutineering at every event. Around 10 per cent of vehicles will be checked each time, with the aim that every car that competes regularly will be physically checked at least once a year.

The new arrangements are set out in detail later in this copy of *Over The Hill* and will apply from the next event - 11 April. Can I ask everyone to please read them carefully before then?

Another article in this *Over The Hill* reminds drivers about start line procedures, particularly the need to avoid getting too close to the bitumen track edges, which puts both the chock marshals and the timing equipment at risk. Can all drivers please read that article as well?

Under the existing COVID restrictions, the club is legally responsible for ensuring that the contact details of everyone who has been at the circuit at any time during an event are recorded. The ACT Government requires us to be able to account for competitors, pit crew officials and spectators alike, so the Canberra HillClimb is registered as a *Check In CBR* venue.

All spectators and pit crew must register using the *Check In CBR* app or hard copy sign-in sheets: Lists of drivers and officials are compiled by the Event Secretary and Clerk of Course so they don't need to sign in. But everyone else has to.

So if you're at an event and you see someone who hasn't signed in, or you think might not have signed in, please quietly ask them whether they have done the right thing by the club and the community generally.

I hope everyone has an enjoyable and safe Easter break.

John

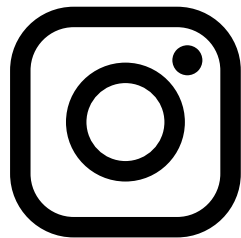
Social Media Assistant Needed

SDMA is looking for a budding social media or marketing coordinator to assist with the planning and scheduling of our Facebook and Instagram posts.

The social media assistant would help schedule photos and infographics to be posted, field or pass on enquiries that come through Facebook and Instagram, and help create and curate content and marketing strategies for the club.

No previous experience required, we only ask that you are comfortable with using Facebook and Instagram and are keen to learn to use scheduling tools.

If you are interested please email sdmamedia@gmail.com



PROGRESS REPORT – EVENT ADMINISTRATION CENTRE PROJECT

Keen-eyes will have noticed that the footings are finished for the first of the two 40 foot containers that will make up the new event administration centre. We had hoped to have the first container installed by the middle of March, but there's been a holdup.

Like so many other delays and disruptions that have frustrated life over the last year, the culprit is COVID-19. International trade has been disrupted by the pandemic, so good quality containers for sale have become scarce, especially the high quality, single use, forty foot units SDMA has ordered.

We now hope the first container will be delivered mid-April, with the second coming mid-May. We'll continue preparing the site for the second container and, when the first one arrives, we'll start on its fitout.

So keep watching *that* space...



Staging and Start Line Procedures

Some drivers seem to be unclear on staging procedures, which are simpler than they used to be.

Others are choosing driving lines from the start line which are extremely close to the edge of the bitumen, which is risky for the start line marshal ('the chock') and could also damage the timing sensors at the start line.

So here is a refresher on both staging and driving lines off the start.

Staging

If you are NOT DOING A BURNOUT

- Drive forward slowly onto the start pad until the red light goes out and the orange (middle) light comes on.
- Stop the car: the start line marshal will chock you.
- Check that the transmission is in neutral or a forward gear.
- Wait for the light to go green.
- Launch in your own time.

That's all there is to it!

If you are DOING A BURNOUT

- Drive forward slowly until the whole car is on the old concrete pad.
- Start your burnout.
- When the burnout is finished, reverse slowly through the starting pad until the car is back towards the dummy grid area and off the old concrete.
- Drive forward slowly until the red light goes out and the orange (middle) light comes on.
- Stop the car: the start line marshal will chock you.
- Check that the transmission is in neutral or a forward gear.
- Wait for the light to go green.
- Launch in your own time.

Driving Lines off the start

- Please keep 750 mm inside the bitumen track edge. Anything closer creates a potential risk for the start line marshal who chocks the car and could also damage the timing sensors at the start line.

If you are uncertain about any aspect of starting procedures, come up to the start line and watch some cars stage and start so that you can see the process in action. Make sure you leave yourself time to get back to your car, get your helmet and belts on and line up for your run.

NEW SCRUTINEERING ARRANGEMENTS AT THE APRIL HILLCLIMB

Scrutineering arrangements will change at the April hillclimb. To make things easier for you and the officials running the event, please read the following information.

Because of COVID, we haven't had physical scrutineering since March last year.

Instead we've had 'virtual' self-scrutiny. Competitors completed on-line Motorsport Australia self-scrutineering declarations when submitting entries. At an event, they provided an SDMA declaration that their vehicle and driver apparel still complied with Motorsport Australia standards.

After eight events of 'virtual' self-scrutiny, there are concerns that the lack of physical checks means we have no way of knowing how well the 'virtual' system is working.

So we are going to go back to doing **some** scrutineering at the track. But we're not going back to 'every vehicle, every event'.

We will continue to follow Motorsport Australia's virtual scrutineering arrangements. But we'll supplement them with 'managed scrutineering' which will see at least 10 per cent of competition vehicles at each event physically inspected in a COVID-safe way.

Starting at the April event

1. Online entry will still be the only way to enter an event. Completing both Motorsport Australia self-scrutineering declarations will still be mandatory.
2. Competitors must still provide the **SDMA Statement of Vehicle Compliance** when arriving.
3. Any vehicle entered for the first time will be scrutineered in the Scrutineering Bay before the event.

This applies even if the driver has competed previously.

4. Any **driver** competing for the first time must take their vehicle to the Scrutineering Bay to be scrutineered before the event.

This applies even if the vehicle has competed previously.

5. In addition to vehicles selected under (3) and (4), another four to six cars (ten percent of total entries) will be chosen by the Chief Scrutineer after entries close to be inspected in the Scrutineering Bay before the event. The aim is that every regularly entered vehicle will be physically checked at least once a year.

Drivers whose vehicles are to be scrutineered will be told on arrival at the track.

6. Scrutineering will be conducted in a COVID-safe way.
Drivers will be responsible for opening vehicle doors, bonnets, boots etc.
Scrutineers will use PPE (hand sanitiser, disposable gloves and masks).
7. Random checks of driver apparel (principally helmets) can be done in the pits at any time.

A cumulative list of vehicles that have been checked during each year will be on the club website.

As has always been the case

- any vehicle that activates the noise meter during a run must be physically scrutineered before being allowed to compete again at that event;
- any vehicle about which the Chief Scrutineer has safety or engineering concerns can be scrutineered at any time during an event.



EVENT REPORT – SUNDAY 7 MARCH

ROUND TWO OF THE 2021 ACT HILLCLIMB CHAMPIONSHIP

Beautiful weather, an (almost) full field, five runs completed and five class records broken in other words, an (almost) perfect day of hillclimbing.

We welcomed five new drivers: Mustafa Anwar in his immaculate Honda Civic Type R; Donald Craven and Kevin Hall running a pair of very neat Hyundai FX coupes; Jason Perkins in the ex-David Leaney Lotus Evora S; and Peter Carling, sharing the MR2 with "veteran" Sean Carling (this was his second event). Peter's and Sean's father Clive has long been a supporter of SDMA.

We also welcomed back Jim Sharples, who borrowed his old Nissan 180SX from its new owner to indulge in some instant nostalgia.

53 competitors lined up and the morning runs were quick from the start. After the first there were seven cars in the 46 seconds bracket, and the afternoon produced eight runs of less than 46 seconds.

Great to see Bohun Martin break the class record for Type 5 1301-2000cc and finish a close second outright. Also good to see Kieran Morecombe break his own record for Type 3 2001-3000cc, which he only set last October.

Fastest Time of the Day went to Jeff Nichols, who recorded 45.18 seconds in the Westfield SE Clubman in Type AWD/SV4 up to 1600cc.

Fastest Female Driver was Melody Wyatt in Type 3 2001-3000cc, who piloted the Toyota Celica RA40 around the circuit in 52.71 seconds, a PB for Melody.

Fastest Junior Driver was Toby Wilson, also in Type 3 2001-3000cc, who took 51.03 seconds to get his father's RX 7 around the track, less than a couple of seconds slower than Todd, but who's counting?

New class records were set by:

- Kieran Morecombe Type 3 2001-3000cc 46.35 seconds (previous record 46.66)
- David Leaney Type 3 over 3000cc 45.80 seconds (previous record 46.22)
- Mark Wyatt Type 4 1601-2000cc 46.95 seconds (previous record 47.26)
- Bohun Martin Type 5 1301-2000cc 45.26 seconds (previous record 45.94)
- Pedro Hietanen Type 6 1301-2000cc 45.79 seconds (previous record 45.80)



Thanks one again to the officials and volunteers who made the day possible:

Clerk of Course Chris Hardy; Deputy Event Secretary Celeste Oringo, who did a magnificent job in the absence of Dave Peisley; Timekeeper Dave King; Announcer Terry Bennett; Pits Stop Café crew Julie Merz, Liz Hillhorst, Pamela Masters and Julie Yates; Flag Marshals McKelvy Reed, Maurice Lonnie, Michael Mann, Ross Samuelson, Lyall Reid and Patrick Reid; Fire and Recovery Mike O'Connor, John Courtney and Harry Katsanevas; COVID Checker Henry Hillhorst; Chocks Col Merz and Geoff Bassingthwaight; and Stewards Helen and Mick Nichols.

Don't forget the full results are on the website (www.sdmahillclimb.com.au).



COVID CONDITIONS OF ENTRY

When you enter the track, either at the competitors' gate or the spectator footpath, you'll now see this large sign setting out the conditions on which the club grants entry to the circuit.

It's pretty straight forward. Everyone coming into the venue must register, either using the Check-in CBR QR app or by writing their name and contact phone number in a hard copy sign-in sheet.

We are required by the ACT Government to keep a record of everyone who visits the hillclimb during an event. The easier way for most people, who've downloaded the app, is to use the QR code. For others, using the sign-in sheets will be better.

But regardless of which method you choose, please make sure you sign in. And make sure your friends, pit crew or visitors have signed in, too.

If you see someone walking in without checking in electronically or signing in, please ask them to check in straight away.

We can only have spectators if we manage our venue properly – and that means everyone has to follow the rules.

Please help us to ensure the club can keep running events. If you have any issues relating to this, or you think someone may have entered the venue without registering, please talk to Kim Le Lievre, the nominated COVID checker.



The Prodigal Returns – Both of Them!

It was good to see Pedro Hietanen return to hillclimbing last October after a long break away. Pedro was a keen competitor in the first decade of the century, piloting his RX 7 around the track with a distinctive and frequently flamboyant style.

Pedro bought his new car, a TBC Clubman, in Adelaide last year as, he says, 'a bag of bones' and set about restoring it. He's just found out it was actually built in Canberra in 1983 by John Batty, who raced it at our track.

John was involved in the first incarnation of the hillclimb club, and told Pedro

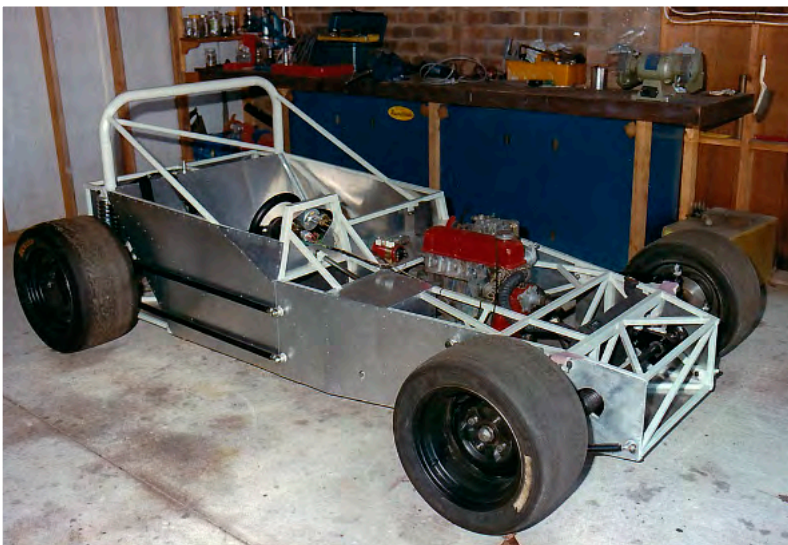
"The car was built in Canberra (1983) and at the time I was involved with a group constructing the Sutton Rd hillclimb. Weekends were usually hours strapping together bundles of tyres and filling them with soil. A long way removed from what it looks like now".

John built several Clubmans under the DION brand and also built Mallocks under a UK licence.

As Pedro says:

"It's a scary, small world. I purchased the bones of the car in Adelaide believing that it was born and bred in SA. It's as if the car wanted to come home; must have missed the cool Canberra climate."

The Clubman's bare bones circa 1983



John Batty in the Clubman on the track in the mid-1980s (note the absence of trees in a very bare background)



SDMA 2021 CALENDAR

EVENTS	TRACK MAINTENANCE	NOTES
April SUNDAY 11 APRIL	Saturday 10 April	Committee meeting: Tuesday 13 April Easter: 2-5 April ANZAC Day: 25 April
May SUNDAY 2 MAY	Saturday 1 May	Committee Meeting: Tuesday 11 May Reconciliation Day : 31 May
June SUNDAY 6 JUNE (TWO LAPS)	Saturday 5 June	Committee Meeting: Tuesday 8 June Queen's Birthday: Monday 14 June
July: NO EVENT		Committee Meeting: Tuesday 13 July
August SUNDAY 1 AUGUST	Saturday 31 July	Committee Meeting: Tuesday 10 August
September SUNDAY 5 SEPTEMBER	Saturday 4 September	Committee Meeting: Tuesday 14 September
October NSW Hill Climb Championship Round 9: SATURDAY 2 OCTOBER (Practice: Noon- 4 pm) SUNDAY 3 OCTOBER (Competition) Club Hill Climb SUNDAY 17 OCTOBER	Friday 1 October Saturday 2 October Saturday 16 October	Committee Meeting: Tuesday 12 October Labour Day: Monday 4 October Bathurst 1000 : Sunday XX October
November TWO LAP HILL CLIMB Saturday 6 November (Practice: Noon- 4pm) Sunday 7 November (Competition)	Saturday 6 November	Committee Meeting: Tuesday 9 November
December SUNDAY 12 DECEMBER Christmas Party		Committee Meeting: Tuesday 14 December

INFORMATION ABOUT THE SDMA CALENDAR FOR 2021

The 2021 calendar has 10 events, starting in February and finishing in November. It includes two lap events in June and November and a round of the NSW Hill Climb Championship in October. Most events are early in the month.

Entry fees for 2021 will be the same as for 2020: \$85 for a single lap event (\$50 for juniors) and \$105 for a two lap event (\$50 for juniors).

SDMA 2020-2021 COMMITTEE

President:.....John Templeton

president@sdmahillclimb.com

Vice-President and Public Officer:.....Geoff Bassingthwaighte

Secretary:.....Dave Peisley

secretary@sdmahillclimb.com

Treasurer:.....Alex Hitch

treasurer@sdmahillclimb.com

Pre-Event Secretary:.....Daniel Cummins

Membership Secretary:.....Ross Samuelson

sdmamembership20@gmail.com

Editor *Over The Hill:*.....Colin Chandler

sdma.newsletter@tricipics.net

General Members

- Colin Merz,
- Henry Hillhorst,
- David Yates,
- Celeste Oringo,
- Anthony Hyde,
- Zac Le Lievre,
- Kim Le Lievre,
- John Stewart,
- Morrie Lonnie,
- Warren Spires,
- Rohan Thatcher,
- Harry Katsanevas

Some general committee members have specific roles:

- Col Merz is the Facility Manager for the track;
- Celeste Oringo and Kim LeLievre are the social media team;
- 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.

For Sale - Toyota 86 and VW Golf 18" alloy wheels



Enkei black 7.5" PF01 lightweight rims, 5x100 +45 offset, to suit Toyota 86 GT/GTS. Wheels are in excellent condition with only very minor marks. Clear coat has been recently redone Will also fit some older Subarus. \$980 for the set. Email **Iain** on ic@work.netspeed.com.au.



Set of **replica 18" x 8" Audi RS rims, to suit VW/ Audi models, 5x112 +45 offset, colour silver.** Wheels are still very usable but do have some scrapes and marks, hence the price. Would be great for your track day tyres for example, or if you wanted to go up in size from smaller rims. \$240: Call **Colin** on 0408 271 296

For Sale - Toyota 86/Subaru BRZ Assorted Performance Parts

4.56 ratio LSD differential, Cusco final drive. Differential completely rebuilt by Neal Bates Automotive and is in excellent condition. **\$1800.**

TRD front strut tower brace, carbon fibre and alloy. **\$50..**

TOMS full LED tail lights, comes with Valenti flasher relay. Excellent condition. **\$350.**

For any of these, email **Iain** at ic@work.netspeed.com.au

For Sale - Tilt Trailer

Tandem Axle, Tilt Bed Trailer

Custom 2 ton car/bike trailer/frame/steel, safety chain

15" Holden stud pattern rims, mechanical brakes and bearings,

LED tail lights and wiring, front and side clearance lights,

Registration to Nov 2020,

2 TON leaf suspension, 40mm 97" axles,

Tow hitch 2 TON slide mechanical, handbrake cable and adjuster.

Floor size is 4850x1900

\$5800

Please email kent.donally@gmail.com



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.



SDMA MERCHANDISE

To order any merchandise, contact a committee member or visit the Pit Stop Café on event days.

Hats (peak and bucket)	\$15.00	
SDMA cloth patches	\$5.00	
Number plate frames	\$8.00 (pair)	