



OVER the HILL



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

Email: secretary@sdmahillclimb.com

February 2021

CONGRATULATIONS TO OUR 2020 CHAMPIONSHIP AND CLASS TROPHY WINNERS



The club Christmas Party on 12 December marked the end of a tumultuous year, one that most people were happy to see the back of.

But it also was the occasion when the outright and class winners of the ACT Hill Climb Championship were recognised and given their trophies amid much deserved applause.

We were only able to run six championship rounds this year (the two-lapper in October wasn't a championship event) but the competition was still very keen. Five classes were decided by five points or less, with one class - Type 1/2 up to 1600 cc – being decided by a countback after Martin Crombie and Tom Ballard tied with 54 points each. Martin prevailed, but competition doesn't come much closer than that.

The 2020 ACT Hill Climb Champion was Greg Sadlier, running his lovely Lotus Elise with great skill and consistency in Type 1/2 1601-2000cc to collect 60 championship points. Runner up was Ray Daly, who won the Type 3 1601-2000cc class in his Honda CRX, in the process garnering 56 championship points.

The ACT Female Hill Climb Champion was Melody Wyatt, who had a strong year running Toyotas in the Type 1/2 1601cc to 2000cc class and the Type 3 up to 1600cc class to collect 32 championship points.

The ACT Junior HillClimb Champion was Tom Donohue, who won the Type AWD/SV3 over 3000cc class in his Mitsubishi Evo, staying very





close to the top of the overall leader board with 53 championship points.

The other class winners were

- Paul Welch - Type 1/2 over 3000cc
- Jack Boyd - Type 3 up to 1600cc
- Kieran Morecombe - Type 3 2001cc to 3000cc
- Aaron Guerin - Type 3 over 3000cc
- Bryan Fitzpatrick - Type 4 1601cc to 2000cc
- John Stewart - Type 4 over 3000cc
- Bohun Martin - Type 5 1301cc to 2000cc
- Malcolm Oastler - Type 6 751cc to 1300cc
- Scott d'Este - Type AWD 1/2 over 3000cc
- Michael Suine - Type AWD/SV3 2001cc to 3000cc
- Jeffery Nichols - Type AWD/SV4 up to 1600cc

115 drivers competed in the championship across the (shortened) year. To everyone who lined up on the starting pad in fair weather or foul - many thanks for being part of the 2020 ACT HillClimb Championship and good luck in 2021!!

2020 was a very strange year, with the number of events reduced and ACT Government and Motorsport Australia COVID restrictions preventing members from being able to enter some events.

As a result, the committee decided it would not be fair to award the Beb Fox Memorial Trophy for Engineering Excellence and the John Philip Memorial Trophy for Best Presented Vehicle because not all club members had had equal opportunity throughout the year to take part in all club events. These two awards are cumulative and are decided by the scrutineers on the basis of regular and consistent presentations of vehicles with high standards of engineering and presentation. The constantly changing restrictions on who could enter events - and the dropping of a physical check on every vehicle - meant that it wasn't possible for all the cars which might have been contenders for these awards to be judged consistently over a similar time.



PRESIDENT'S REPORT



.Another year starts – it must be better than last year!

Next Hillclimb

Our first hillclimb – a single lapper – is this Sunday (7 February). If you haven't entered there are still some places left and you have until 8.00 o'clock Thursday night (4 February) to get organised.

We will have spectators again, so tell your friends, neighbours and work colleagues that the hillclimb is back in business. To enter the circuit, all spectators and pit crew will have to sign-in using the *Check-In CBR app/QR code* or sign-in sheets. QR posters and sign-in sheets will be on the entry path from the spectator carpark and at the Event Administration caravan. Drivers and officials will be logged in by the club using entry forms and officials' lists.

The weather forecast seems good (fingers crossed!) so our 2021 debut should be a fun day.

COVID is Still With Us

The committee expects that we will be operating under COVID restrictions for at least the next six months and, most likely, until the end of the year. That means we will have to continue to comply with ACT Government and Motorsport Australia requirements for social distancing, hand sanitiser stations, minimal face to face interaction with officials and registration of everyone in the venue.

Canberra has been fortunate to have so few COVID cases and the inevitable temptation will be towards complacency. As a club – and as individuals – that's a risk we can't take so I ask everyone coming to events throughout the year to continue to be COVID conscious and to follow the requirements while at the circuit.

The New Event Administration Centre

Work has continued on the new event administration centre being built next to the scrutineering bay. Two 40 foot containers have been ordered and the footings for the first one have been laid. Subject to availability (and that's an issue because the COVID-caused reduction in international trade has led to shortage of good quality shipping containers for sale) the first container may be delivered by mid-February. We hope the second one will come around six weeks later.

There's a lot of work to be done preparing the site, moving the scrutineering carport, removing the old scrutineering shed, installing the containers and then fitting them out. It's a big project which will significantly improve how we can run events.

We will need a lot of support from members prepared to give their time at working bees which will be organised as the various tasks have to be done. Further on in this edition of *Over The Hill* is a two page summary of the Project Plan, which sets out the tasks which have to be done to get the job finished. There's a lot, but if we can get plenty of enthusiastic workers, the load will be shared and the project will be completed more quickly

Please keep an eye out for e-mails or Facebook posts calling for people to help at working bees for this project. We will try to give as much notice as possible and also give an indication of what work will be done, what tools will be needed and what protective clothing you should have. If you can make some time available, please try to do so.

2021 Events

The 2021 calendar has 10 events, starting this weekend and finishing in November. It includes two lap events in June and November and a round of the NSW Hill Climb Championship in October, with most events early in the month. Entry fees are unchanged: \$85 for a single lap event (\$50 for juniors) and \$105 for a two lap event (\$50 for juniors). The calendar is in this edition of *Over the Hill*.

We haven't specified a date for the Heart Kids HillClimb, which has been one of the club's most popular events for many years. It's a fundraiser for Heart Kids Australia, and the club is very proud to support such a great organisation. It had to be cancelled last year because of COVID and with the virus still a major public health issue, Heart Kids Australia is reluctant to commit to an event until they are more confident about the overall health environment. But we have scheduled a two lap event (with practice on Saturday!) for Sunday 7 November. If the public health considerations are favourable, SDMA will be very pleased to again support Heart Kids by running the 2021 Heart Kids HillClimb that weekend.

John



WE NEED OFFICIALS FOR CLUB HILLCLIMBS!

We need more club members to be officials. Each time we run a hillclimb, we need between 10-15 people to make it happen – and meet the club's legal responsibilities to keep the venue COVID-safe.

Without enough officials we aren't able to run an event: it's that simple. And it's not fair or reasonable to expect the same people to work at every event.

If we have enough people willing to work as an official, the load is shared and the amount of time person has to contribute is reduced.

Working as a flaggie, on the chock, as a grid marshal or as a general official helping keep the day running is a pleasant way of being part of the hillclimb fun and keeping in touch with friends and fellow club members.

It's not onerous: it's pretty enjoyable actually and can be fun.

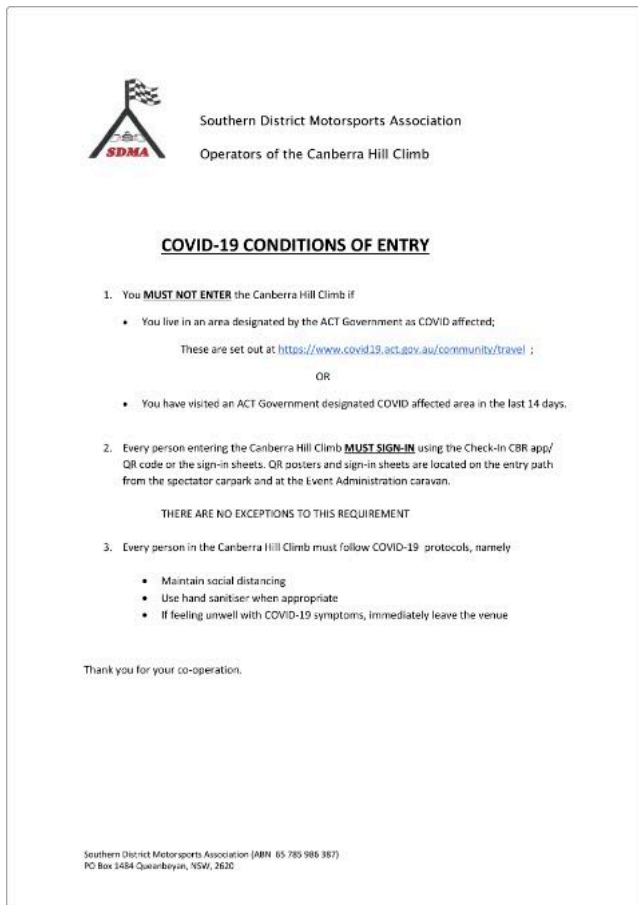
So if you feel you can help out for a day or half a day or even a few hours, please contact Rohan Thatcher at rohanthatcher@yahoo.com.au.

And if you want to help out, can you also go to the Motorsport Australia website (www.motorsport.org.au) to get an Official's Licence. Use the "Sign up" button at Get started/Officials or use the link <https://motorsport.org.au/membership/official>.

The good news is: .

There's no charge for an Officials licence!

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.

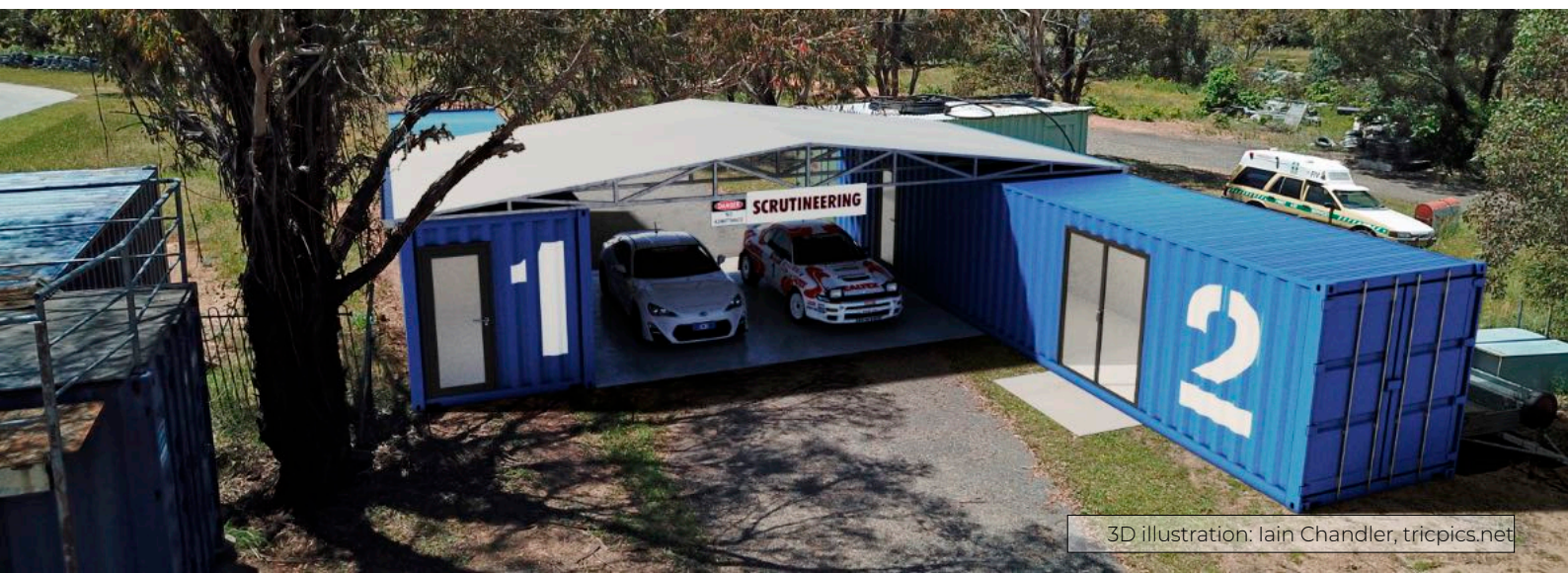
If you see someone walking in without checking in electronically or signing in, please ask them to check in straight away.

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.

EVENT ADMINISTRATION CENTRE PROJECT

Order of Work	Group	Task
A	Concept Design	1. Agree the initial design and layout. 2. Confirm the doors and windows location.
B	Container Purchase	1. View suitable containers to ensure quality. 2. Purchase & arrange staged delivery to suit site preparation
C	Container 1 Earth Works	1. Level site. 2. Gravel base. 3. Install footings.
D	Container 1 install <i>Assume side loader delivery</i>	1. Unbolt and relocate the existing scrutineering carport 2. Position container on the footings 3. Level entry to the container
E	Remove Scrutineering Shed	1. Relocate equipment stored in the shed to Container. 2. Remove shed to allow install of Container 2.
F	Container 2 Earthworks	1. Locate to suit the span of the carport roof & initial design. 2. Level site. 3. Gravel base 4. Install footings
G	Container 2 Install	1. Position container on the footings 2. Level entry to the container.
H	Carport Roof	1. Design mountings and additional roof section. 2. Purchase materials for mountings and new roofing sheets. 3. Dismantle the existing double carport. 4. Install trusses across Containers 1 and 2 5. Install additional roof sections to cover the containers. 6. Install batons across the trusses and extended section. 7. Install new corrugated roof and insulation. 8. Install guttering as required.
I	Concrete Scrutineering Pad	1. Adjust the concrete pad to suit the new container layout.
J	Scrutineering Carport	1. Install concrete footing pads. 2. Gravel parking area under the carport. 3. Bolt carport to pads and relocate the vehicles.
K	Detailed Fitout Plan	1. Finalised detailed plan. 2. Electrical layout plan. 3. Security requirements physical and electronic plan.
L	Fitout Materials	1. Itemise materials. 2. Locate and purchase fitout materials.
M	Container 1 Fitout	1. Cut opening for doors and windows. 2. Install windows and doors. 3. Install portioning walls. 4. First-fix electrical and security. 5. Line walls and fit fixed furniture. 6. Second electrical fix and security. 7. Paint container internal and external.
N	Container 2 Fitout	1. Cut opening for doors and windows. 2. Install windows and doors. 3. Install portioning walls. 4. First-fix electrical and security. 5. Line walls and fit fixed furniture. 6. Second electrical fix and security. 7. Paint container internal and external.
O	Works Completion	1. BBQ and drinks for Committee and Working Bee attendees.



GReat Expectations

By Colin Chandler



It's a Yaris, but unlike any before...

GReetings fellow hillclimbers! I was asked to write a piece on the arrival of my new hillclimb toy, a Toyota GR Yaris. Even though there's been ample words and video produced about it already, I thought perhaps I would explain *why* a Yaris instead...

Having a vague, at-the-fringes involvement with Neal Bates Motorsport, I was lucky to find out about the GR Yaris earlier than some. NBM run the Toyota Gazoo Racing Australia rally program and the 86 race series and are building two AP4 versions for this year's ARC. Neal mentioned the GR Yaris to me mid-last year, saying I should really get one and get in early.

Here's an attempt at an abridged history of the GR Yaris. Designed as a homologation special for Toyota's entry under the then proposed new 2021 World Rally Championship rules, it differs considerably from the Yaris family with which it shares a badge and not much else.

The GR is the only three-door in the new Yaris family, to make the body shell both stronger and lighter, and was a specific request from the Toyota WRC team. The chassis on which it's built is also unique, the front being Yaris, the rear C-HR/Corolla. The carbon-fibre roofline is 95mm lower than the regular hatch and the bonnet, door skins and tailgate are aluminium, cutting 24Kg from the weight. The engine is apparently the world's most powerful production 1.6 litre three-cylinder, one that Toyota had to lobby the WRC to allow. For once, Australia gets the full Japanese market spec 200kW/370Nm engine, unlike the European market 192kW/360Nm version!



3D render of one of the Australian Rally Championship GR Yaris currently being built by Neal Bates Motorsport to run in this year's ARC.

Then, because of global pandemics, the new 2021 WRC regulations were canned. As a result, Toyota decided in mid-2020, after much development of the new car, they would just run updated old Yaris WRC cars instead. That left the GR Yaris with no party to go to, but thankfully, Toyota decided to push ahead with the road car version anyway.



The WRC version that was meant to run this year.

It's a great thing to drive! The engine loves to rev, happily hitting the 7200 rpm redline in most gears if that's how you want to drive it. However, it's not an all or nothing engine either – for a three-cylinder turbo, it is flexible on the road in almost any gear. Talking about gears, the six-speed manual gearbox is one of its outstanding features – really direct and slick.

Drive is permanent all wheel through a centre diff with electronic controls enabling one of three pre-set torque splits. There is a default 60/40 front: rear split, but a rotary dial in front of the gearshift also gives options for sport (30/70 front: rear split) and track (50/50 drive split). Grip is excellent, combined with great chassis balance.

Brakes are huge for such a small car weighing only 1280Kg – four pot callipers on 356mm discs at the front and 2 pot on 297 discs out the back.

Not everything is perfect though. The seats are mounted too high and can't be set low enough if you are a driver on the tall side. The boot is tiny – only 141 litres with the back seats up. Luckily, you can fit four wheels and tyres in the back with the seats down, perfect for going to the track! While I'm on the subject of tyres, the Dunlop 225/40 18 tyres fitted to the normal GR are not up to the rest of the car's performance. The Rallye version comes fitted with Michelin Pilot Sport 4S tyres, a seriously better choice for the car. The back window just about lives up to the name, courtesy of the sloping carbon-fibre roof.

Jumping from my Golf R to the GR will certainly be an interesting comparison, but when you add everything together, the GR sounded like too good an opportunity to pass up. I'm definitely looking forward to the challenge – see you at the track!



SDMA 2021 CALENDAR (as at 1 February 2021)

EVENTS	TRACK MAINTENANCE	NOTES
February: SUNDAY 7 FEBRUARY	Saturday 6 February	Committee meeting: Tuesday 2 February
March SUNDAY 7 MARCH	Saturday 6 March	Committee meeting: Tuesday 9 March Canberra Day: Monday 8 March
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

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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).

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

Four sets of 18" alloy wheels for sale.

Two sets of **Enkei** rims, both **5x100 +45** offset, to suit **Toyota 86 GT/GTS**, one set **black 7.5" PF01 rims**, one set **gold 8" RPF1** Wheels in very good condition with only minor use marks. Will also fit some older Subarus. \$980 for each set. Email Iain on ic@work.netspeed.com.au.



One set of **Enkei 8" PF01 rims** to suit recent **VW/Audi** models, **5x112 +45** offset, colour silver. Wheels in very good condition with only minor use marks. Will fit over larger brakes such as Golf R. Comes with the correct competition bolts to suit. \$980: Call Colin on 0408 271 296



One 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

Toyota 86/Subaru BRZ Assorted Parts

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

Whiteline adjustable front and rear anti roll bars. \$300 the set.

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

Rear seat delete kit. \$100.

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 2020-2021 COMMITTEE

President:.....John Templeton

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

Secretary:.....Dave Peisley

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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.

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)	