



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

Email: secretary@sdmahillclimb.com

July 2020

President's Report



.Fingers crossed, we may be back racing again next month. The current state of COVID-19 restrictions means that it looks likely that our single-lap event ON Sunday 9 August will go ahead, the first time we've been able to use the track since March.

There is still a way to go and the volatile nature of the pandemic and the speed with which restrictions can tighten up again (the present difficulties in Victoria being a case in point) mean that the club will have to be ready to adapt and modify plans at short notice.

But at the moment things are looking up. To run the event we will have to comply with both ACT Government regulations and Motorsport Australia requirements, and the combined effect of them means the event will look quite different from what we are used to.

Specifically we will be limited to no more than 100 people at the track... which means no spectators or pit crews. The social distancing rules will mean everyone will have to be very careful in terms of closeness to, and contact with, other people and we will all have to make sure we have appropriate personal protective equipment.

The full SDMA COVID-19 Event Procedures that everyone will have to follow are set out in detail later in this *Over The Hill*. Can I ask everyone to read them carefully, even if you are not, at this stage, intending to enter on 9 August, because I think we will be working under these procedures, or variations of them, for some time.

How well we manage the 9 August event, particularly how successful we are in getting enough officials for the day, will greatly influence whether we can run additional events in the rest of the year. We have six events currently scheduled (one in each of August and September and two in each of October and November) and it would be good to include some 'catch up' ones if we can. But trying to stage extra ones will be a big ask and whether or not we can do it will depend very largely on whether we can get enough officials. So if you are still thinking of helping out by becoming an official, please put your hand up now. There is another article on officials, and how to become one, in this *Over The Hill*.

But for now, we have something to look forward to and plan for. The August *Over The Hill* will have the most up to date information on the status of the event and, as usual, our social media team will be making every effort to keep you in the loop in real time.

So please continue to stay safe and well.

John

Reminders for When 'We'll Meet Again' on Sunday 9 August

It's been a quite a while since we had an event, so before we fire up for the 9 August one lap hillclimb, here are a few reminders

- **You must be a current financial SDMA member to compete.** If your membership has run out during the lockdown, or will expire before 9 August, please contact the Membership Secretary, Ross Samuelson, at sdmamembership20@gmail.com. Membership is \$50 for individuals and \$70 for families.
- **You must have a current Motorsport Australia (MA) Level 2S licence to compete.** If your licence has run out during the lockdown, or will expire before 9 August, you will need to renew it. This can be done on-line (www.motorsport.org.au) but do it well in advance because lots of drivers will be renewing lapsed licences as motorsport starts to get going again right around the country. Also, when you go to renew, allow yourself plenty of time because you may have to re-register on the new Motorsport Australia site and it's slow and clunky.
- **You will need to provide your own appropriate Personal Protective Equipment,** principally **hand sanitiser, disposable gloves and face masks (if the driver wishes to wear one)**. There will be hand sanitising stations placed around the track, particularly in the Pit Stop Café and toilets, but **personal use PPE is your responsibility**.
- **If your car has a MA/CAMS logbook you must have and use a MA/CAMS compliant frontal head restraint (FHR),** previously known as a HANS device. This rule came into effect on 1 January this year. There is no requirement to have or use a FHR if you are driving a road registered car or an unregistered vehicle which does not have a MA/ CAMS logbook. The MA/CAMS rationale for the new rule is safety, as FHRs are now required in most other forms of motorsport.
- **Please bring cash for the Pit Stop Café.** We don't sell virtual sausages or soft drinks so we ask for real money.

THREE HELMETS WITHDRAWN FROM MOTORSPORT USE


Motorsport Australia (MA) has advised that three helmets have had their approvals for motorsport use withdrawn after the FIA cancelled their homologation certifications for safety reasons. This means they can no longer be used at MA sanctioned events, which includes SDMA hill climbs.

The three helmets are the

- NINGBO HD POWERSPORTS SAFETY PRODUCTS HD128.F;
- NINGBO HD POWERSPORTS SAFETY PRODUCTS HD315.F; and
- OMP GP8, a rebranded version of the HD128.F model.

The helmets no longer comply with the FIA 8859-2015 standard and can no longer be used at any Motorsport Australia event.

Details, including pictures of the three helmets, can be found on the Motorsport Australia website, (<https://motorsport.org.au/media/news/detail/2020/03/04/helmet-homologation-withdrawal>)

Photo	Homologation Number	Manufacturer	Model	Sizes	Homologation validity ¹	
					Starting	Ending
	PH.064.17-O	Ningbo HD Powersports Safety Products (NHDPSP)	HD315.F ²	XS (54-55) S (56-57) M (58-59) L (60-61) XL (62-63) XXL(64-65)	16.06.2017	30.06.2022
	PH.065.17-C	OMP	GP8 ²	XS (54-55) S (56-57) M (58-59) L (60-61) XL (62-63) XXL(64-65)	30.06.2017	31.03.2022
	PH.060.17-C	Ningbo HD Powersports Safety Products (NHDPSP)	HD128.F ²	XS (54-55) S (56-57) M (58-59) L (60-61) XL (62-63) XXL(64-65)	10.03.2017	31.03.2022

¹The homologation end date represents the final date on which the helmet may be manufactured

²For safety reasons, please note that the homologation of the following helmets whatever the validity deadline, is withdrawn with immediate effect. As these helmets can no longer be considered as complying with the standard FIA 8859-2015, their use is prohibited in all cases in which compliance with the above-mentioned standards is mandatory.

WE NEED APPRENTICE TIMEKEEPERS

Our remarkable and unflappable timekeeper, Dave King, has been involved with Fairbairn Park hillclimbs since before SDMA was formed in 2000, having been a committee member of the predecessor club which ran the track in the 1980s and 1990s. He has recorded literally tens of thousands of lap times over the years and is a byword for accuracy, efficiency and reliability, not just among SDMA members but across the NSW hillclimbing fraternity. Between Dave and our course announcer, Terry Bennett, there is absolutely nothing more about hillclimbing possible to be known!

Over the rest of this year and into next year, Dave is looking to step back from doing as much as he has in the past. So the club is asking for people who would like to join a timing team to work with Dave and develop the skills, enthusiasm and patience necessary for this essential role in the club. If we don't have accurate times to boast about or complain about, hillclimbing would be pretty boring and pointless.

The advantages of working in the timekeeping tower include a great view of the whole course and the fact that all drivers treat you with great courtesy, respect and politeness. Plus it's a fascinating place from which to watch the different styles and techniques of drivers and the varying vehicle characteristics.

If you're interested in working in the timing tower, please e-mail Dave at timespan44@bigpond.com.

SDMA Annual General Meeting (AGM) will be later this year

SDMA is an incorporated association under ACT law and works on a financial year basis (1 July to 30 June). The legislation requires the club to hold an Annual General Meeting after each financial year to give members audited financial statements outlining the clubs' finances, to report to members on the activities during the previous year and to elect office bearers and committee members for the following year.

We normally hold our AGM in August/September, which gives the external auditor time to review the club accounts and prepare the final statements. The AGM venue is normally the Canberra Southern Cross Club in Woden.

Because of the impact of COVID-19 on the operations of most voluntary clubs and associations, and the continuing uncertainties around the rules for holding face to face meetings during COVID-19, the ACT Government has extended the time for incorporated associations to hold their 2020 AGMs until 30 October 2020.

At this stage the committee hopes to hold the 2020 AGM in late October. A final date will be notified to members before 1 August.

The thrill of sim racing when you can't have the real thing



By Zac Le Lievre

Firstly let's start by acknowledging there is no substitute for the real thing. But, in times like this when we don't have the real thing - bring on August 9 - I have been spending a lot more time sim racing. Sim racing is competing in race events online from the comfort of my very own lounge room (which is handy when you're not supposed to go out).

I can race at the Nurburgring in the morning and Bathurst in the evening. Suzuka, Spa, Red Bull Ring, Fuji, Laguna Seca and Interlagos are just some of the tracks available to race on.

For the past few months I have been racing in an online series called the Toyota GR Supra Cup on Gran Turismo Sport. I've been racing online alongside people like fellow SDMA member Reece McIntosh, Canberra rally drivers Harry and Lewis Bates, and Luke King who was the runner-up in the GT86 series (the real thing).

There has been four rounds in an eight-round series. It's a live event, so every second Sunday afternoon at 5.30pm I sit down to race. There is practise (which is ranked) in the weeks leading up to the event. The system places you in groups of between 14 and 20 based on your driver ranking. A short qualifying session determines the grid position for the race. The race usually last about 25 minutes.

In this series, there's more than 400 people competing in the championship in Australia and New Zealand. I'm currently ranked 28th.

Sim racing is serious, focused fun. It's the cheapest seat time you'll ever have, and I find it really useful to keep me sharp.

I don't use popular simulators like iRacing or rFactor. While these are far superior simulators, they also come with a fairly hefty price tag - the pros use these.

I use Gran Turismo Sport which is on PlayStation 4, with a fairly entry-level Logitech G29 steering wheel set-up (see picture) with seat and pedals (that my wife loves having in the lounge room).

It's easy to set-up and it hooks up to the TV.

The cons of sim racing are that you don't have any 'seat of your pants' feel. You have to rely solely on visual inputs and feedback from the wheel.

This type of racing offers a great balance between affordability and high levels of competition. It gives you the unique ability to compete against hundreds -if not thousands - of people all over the world with identical equipment.

Having raced go-karts at club level and some state and national events and then racing cars in both circuit and hillclimb events, I have found sim racing to be some of the most competitive racing I have ever been involved with.

Sim racing has the benefit of drawing from a very large talent pool of people who would not otherwise be able to afford to go racing.

But while I really enjoy the sim racing I much prefer the thrill of the real thing. The camaraderie and friendship you get club racing isn't something that can be transferred to the virtual world.

OFFICIALS FOR CLUB EVENTS

The last *Over The Hill* included an article asking club members to volunteer to be an official at the 9 August hillclimb and at other events which the club will run this year and in the future.

The article made two points:

1. without enough officials we can't run an event; it's that simple; and
2. if we have enough people willing to work as an official the load can be shared and the amount of time each official has to contribute can be reduced.

After *Over The Hill* went out a number of people offered to help out and that's great news. Many, many thanks to them.

But like *Oliver Twist* in the Charles Dickens novel, the club is asking "***Please sir, can we have more?***"

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

It's not onerous, it's pretty enjoyable and can be fun. So if you feel you can help out for a day or half a day or a few hours, please contact Rohan Thatcher at rohant Thatcher@yahoo.com.au (this email address is correct: apologies for the mistake last time).

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>.

Officials licences are free of charge!

SDMA Considering Bidding to Host 2021 Australian Hillclimb Championship

The Australian Hill Climb Championship (AHC) is the premier hillclimbing event in Australia. It's run annually, generally in late October-early November, and attracts between 120 and 140 top flight vehicles and drivers. It's a great four day spectacle, comprising two practice days followed by two competition days. SDMA has a strong affinity with the AHC as club member Malcolm Oastler has won the title five times in recent years (2014, 2015, 2016, 2018 and 2019).

The venue rotates between mainland states, with a bias towards the eastern states. The 2020 AHC will be at Mount Cotton, Brisbane.

Assuming that this year's championship at Mount Cotton goes ahead (with COVID-19 nothing is certain), next year's AHC is due to be held in NSW, which for this purpose includes the ACT. The decision on the 2021 venue will be made by Motorsport Australia (MA) based on advice from the NSW HillClimb Panel.

SDMA's predecessor club hosted the 1988 AHC at Fairbairn Park and SDMA has long discussed seeking to hold another national championship. Hosting an AHC would be a major undertaking for the club, involving significant extra human resources (both for the planning of the event and running it) and additional capital works and expenditure.

The Committee is interested in bidding for the 2021 AHC because we think it would be a great event for the club and for Canberra. But before we can credibly say we want to host the event, we need three firm commitments, in advance, from the ACT Government about relaxing aspects of the noise management regime which we (and all the clubs at Fairbairn Park) have to work under and one aspect of our current lease.

- The first is to exempt the AHC from the 'noise credit' arrangements for the four days involved. This is because the AHC would use so many credits SDMA's entire 2021 program would be severely disrupted.
- The second is to permit the event to run over four days because the current noise management regime does not allow us to run over more than two consecutive days.
- The third is a one-off exemption to allow camping at the track, which at the moment is not permitted under the ACT Government lease that allows us to occupy the site.

SDMA is not requesting any exemptions from, or variations to, the noise management plan in relation to hours of operation or noise limits. These would remain as specified by the EPA.

The club has written to Mick Gentleman, the Minister for Environment and Heritage and the Minister for Planning and Land Management, asking that these changes be made for the four days of the AHC. We have stressed that we only want the changes for the AHC and we have also made it clear that we unless we get a positive response we can't bid to hold the title.

If we can't put in a bid it would be a huge shame as holding a national championship would be a great boost to our sport and would also bring many interstate drivers, pit crew and spectators to Canberra, which would benefit the whole city. The Committee will let you know in future editions of *Over The Hill* what the Government says.

BACK TO WORK... LITERALLY

One of the consequences of the COVID-19 lockdown has been that the club has not been able to hold maintenance days out at the track for four months. Some individual members have completed essential jobs but the social distancing rules and restrictions on numbers have meant that organised working bees were not possible.

So there is a quite a lot of work to be done to catch up to get the circuit looking spick and span for the 9 August event and for the rest of the year.

Over July and August we would like to run some winter working bees on Wednesdays and Saturdays, if people are available. Because it's winter, we are suggesting 10.00 am starts and 2.00 pm finishes, which should make it more pleasant (i.e. a bit warmer) and for some tasks like painting the later start may allow us to get work done in reasonable temperatures.

The first Wednesday date will be Wednesday 8 July. The first Saturday will be Saturday 11 July.

If you're available on any of the Wednesdays or Saturdays can you email John Templeton on president@sdmahillcimb.com.

If you going to come out, please don't forget to bring protective equipment, particularly gloves, sturdy footwear and a hat (yes, even in winter).

The jobs that need to be done include

1. **Blue containers** - clean up and reorganise;
2. **Empty old caravan** - next to scrutineering bay ready to move;
3. **Bi fold doors** - fit second set. These have been made and require painting, cladding and installation;
4. **Pitstop Cafe floor** – clean and paint , subject to temperature on the day;
5. **BBQ, clean and check**, clean plate back to steel, check and replace faulty burners and valves, clean and paint tinware;
6. **Ripple strips** - repaint, subject to temperature on the day;
7. **Pedestrian Crossing on exit road** - repaint, subject to temperature on the day;
8. **Pit area.**
 - a. Mark out and paint bays on the hard stand area @ 3 metre centres
 - b. On the grassed areas, mark out using pieces of treated pine set into the ground at 3 metre centres adjacent to the concrete pit roads.
9. **Armco at start line** – clean back and repaint, subject to temperature on the day;
10. **Hill Straight spectator point** - mark out fence line and proposed path, clear scrub
11. **Bottom toilet block** - assess conditions of foundations and develop plans for repair
12. **Other painting** - if temperature permits

SDMA COVID-19 EVENT PROCEDURES - INTRODUCTION

Set out below are the detailed procedures SDMA will have to follow to run the 9 August event. There are many changes to the way we normally run so please read them carefully.

The key points are:

- No more than 100 people on the site at any time
- No spectators
- No pit crews
- No physical scrutineering:
 - every competitor will have to complete a Motorsport Australia 'Self Scrutiny Check List' and submit it with their entry (this form will be available in the SDMA On Line Entry system)
 - every competitor will have to complete a Motorsport Australia 'Statement of Compliance' and submit it with their entry (this form will be available in the SDMA On Line Entry system)
 - competitor will also have to hand in a signed SDMA 'Statement of Compliance' when they arrive on 9 August. This form will say that the driver has physically checked his vehicle in the previous 48 hours and it still is fit for the event. This form will be sent to drivers electronically 72 hours before the event.
- There will be no physical driver's briefing. Competitors will be sent an electronic Drivers' Briefing 72 hours before the event (the SDMA Statement of Compliance form will be sent in this e-mail.)
- There will be no presentations
- Physical distancing must be observed by everyone throughout the day
- The Pit Stop Café will be open but signs will indicate the only entry and exit lanes:
 - There will be no tables in the covered Pit Stop Café area
 - The tables and chairs will be spread out with appropriate spacing on the lawns around the centre Pit Stop café area
- Entry and exit to the toilet blocks will be by way of signed lanes
- Access to and from the circuit will be monitored to ensure that the 100 person limit is observed at all times.
- COVID-19 checkers will be on duty

Now, read on over the page...



Southern District Motorsports Association

SDMA COVID-19 EVENT PROCEDURES V6

01 July 2020

References:

- ACT Government COVID-19 Emergency Direction 18 June 2020 (most recent available)
- Motorsport Australia (MA) policy document 'Return to Race' (V3 issued June 2020)

Key Assumptions:

- No spectators will be allowed to attend the event
- No pit crew will be allowed to attend the event (drivers only)
- A maximum of 100 people will be allowed on site (up to 65 drivers and up to 35 officials)
- Social distancing requirements must be followed
- Competitors are responsible for their own appropriate Personal Protective Equipment (PPE)

ENTRIES

- (1) Entries will close at 8.00 pm on the TUESDAY prior to the event.
- (2) All entries will be on-line using the 'Club Online Entry Form' on the SDMA website.
- (3) Each entry must be accompanied by a completed and signed Motorsport Australia (MA) 'Self Scrutiny Check List' form covering the competitor's vehicle and apparel.
- (4) Each entry must be accompanied by a completed and signed MA 'Statement of Compliance'.

Notes: a. these two documents will be incorporated into the SDMA on-line entry system and must be filled out as part of the entry process.

b. The automated acceptance e-mail sent to competitors on receipt of their entry will be amended to make clear that

- i. only the driver may attend the event (i.e. no pit crew);
- ii. that no spectators will be allowed;
- iii. drivers are responsible for providing their own appropriate levels of PPE, principally hand sanitiser, disposable gloves and face masks (if the driver wishes to wear one).

(5) The Event Secretary will electronically check the validity of SDMA memberships and MA licences before preparing a final list of accepted entries.

(6) A competitor register (with contact phone numbers) will be produced by the Event Secretary.

(7) When the running order is finalised, the Event Secretary will produce laminated copies to be posted at different points around the pit area and PitStop Café area.

(8) After the running order is finalised, a drivers' briefing document will be sent electronically to all competitors with a Read/Receipt tag.

(9) The drivers' briefing document will be accompanied by a simple SDMA Statement of Compliance which the driver will be required to present (signed) when arriving at the circuit. The SDMA Statement of Compliance will state that the driver has, in the previous 48 hours, checked the vehicle and that the vehicle still meets the requirements set out in the MA 'Self Scrutiny Check List'.

(10) In conjunction with the Clerk of Course, Club Captain and other officials, the Event Secretary will prepare a register of officials (with contact phone numbers).

AT THE CIRCUIT

GENERAL

- (1) SDMA COVID compliance checkers will be on duty to ensure the event complies with the ACT Government and MA guidance and policy documents in force at the time of the event and these procedures.
- (2) The 'Hill Climb today' board will not be put outside the track entrance.
- (3) Spectators will not be admitted and the spectator parking gate will be kept closed.
- (4) COVID 19 signs (i.e. social distancing, hand hygiene etc) will be displayed throughout the pit area and central Pit Stop Café and toilet area.
- (5) Hand sanitising stations will be located throughout the pit area and central area.
- (6) The Clerk of Course will be based in a taped off area at the rear of the Pit Stop Café: no-one else will work in that area.
- (7) At this stage, based on the Supercars precedent, we hope to have 'remote' Stewards i.e. they will not be at the circuit but will be available by phone if required.
- (8) A taped off 'COVID-19 isolation facility' will be established on the inside of the track fence next to the ambulance parking area.
- (9) After all competitors have arrived, the gate to the site will be closed (BUT NOT LOCKED) and access in and out of the circuit will be monitored.
- (10) Officials will be provided with PPE necessary to carry out their role, principally disposable gloves and hand sanitiser. Levels of PPE for ambulance and fire/recovery officials will be decided with them in advance on a case-by-case basis.
- (11) Entry and exit lines for the Pit Stop Café will be clearly marked, with 1.5 metre markers on the entry line. Tables and chairs will be spread in single table groups around the outside lawn area with each table having four square metres of space and being restricted to no more than two people.
- (12) Entry and exit lines to and from the toilet blocks will be clearly marked, with the urinal in the central area toilet block being made inaccessible to restrict use of the facilities to a maximum of four people at a time.

ARRIVAL

- (1) When a competitor arrives at the gate, an official will check the competitor against the entrant list and ensure that only the registered competitor is in the vehicle.
- (2) Another official will receive the driver's SDMA Statement of Compliance, give the driver the vehicle competition numbers and brief the driver about pit bay arrangements.
- (3) As competitors arrive, regular public address announcements will be made reminding drivers and officials of social distancing guidelines, arrangements for use of the Pit Stop Café and toilets, the need to stay within designated pit bays and for drivers to read again the Drivers' Briefing document sent to them earlier in the week.

SCRUTINEERING

- (1) There will be no traditional scrutineering but the Chief Scrutineer will conduct random inspections of vehicles throughout the day.
- (2) If a vehicle activates the noise meter (i.e. it has exceeded the noise limit for the track) the vehicle will be examined, after the driver has made the changes necessary to overcome the cause of the noise problem, in the scrutineering area by the Chief Scrutineer.

IN THE PITS

- (1) Three metre wide pit bays will be marked.
 - a. Priority for pit bays in the compacted area near the start line to open- wheelers.
 - b. Drivers and officials should maintain social distancing rules while in the pit area.

AFTER THE EVENT

- (1) There will be no presentations.
- (2) The Pit Stop Café will have closed prior to the commencement of the final run.
- (3) All disposable PPE will be collected and placed in double-sealed garbage bags.
- (4) The competitors and officials registers will be kept by the Event Secretary.

OFFICIALS

At this stage, the following officials will be needed

- COVID-19 Checker X 2
- Clerk of Course
- Event Secretary (could be off-site)
- MA Stewards X 2 (could be off-site)
- Chief Scrutineer
- Entry control X 2
- Flag marshals X 3
- Chock X 2
- Time keeper
- Announcer
- Pit Stop Café X 3
- Pit parking manager

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 adjuste

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 committee

Position	Name/email	Telephone
President	John Templeton	0409 624 895
Vice President	Geoff Bassingthwaighte	0408 481 506
Secretary	David Peisley	0409 000 028
Treasurer	Alex Hitch	
Public Officer	Geoff Bassingthwaighte	0408 481 506
Club Captain	Mark Wyatt	
Point Scores	Dave King	
Pre-event Secretary (Queries regarding event entry should be directed to the Event Secretary listed in the Supplementary Regulations on the Entry Forms page)	Daniel Cummins	
Facility Management	Col Merz	
Membership Secretary (Temporary)	Ross Samuelson	0401 704 392
General members	Kimberley Le Lievre John Stewart Zac Le Lievre Harry Katsanevas Rohan Thatcher Mark Wyatt	
FPCC/CMSC Representatives	David Yates Anthony Hyde	0419 614 144 0429 470 104
NSW CAMS Representative	Bob Wootton	

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)	

SDMA sponsors

SDMA wishes to thank our sponsors—please support them!.



1800 448 385 Office: 6249 7834
bb@tomstrashpaks.com.au



4/71 Dundas Court Phillip ACT 2606 Tel: 02 6282 9111

