



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

Email: secretary@sdmahillclimb.com

PRESIDENT'S REPORT

October 2020



..November will be a big month for SDMA, with two events – a one lapper next Sunday (8 November) and then our last event for 2020, a special, 20th anniversary one lapper a fortnight later on Sunday, 22 November.

The 20th Anniversary Hill Climb will be a fun end to what has been an extraordinary year, marked by fires, toxic smoke, hailstorms and pandemic. It

will be the chance put this strange year into context and celebrate two decades of growth and achievement and to share those celebrations with club members past and present, including previous ACT HillClimb Champions. Details of the day are included in an article further on in this edition of Over The Hill.

Notwithstanding the bizarre things that have happened this year, SDMA has worked through the difficulties which confronted the club and we are well positioned to grow strongly next year and to make positive changes based on what we've learned.

In particular, our experiences with on-line entry check-in and on-line scrutineering will help us improve our processes so that when competitors arrive at a hillclimb it will be quicker and easier for them to prepare for the event.

Now that we have proper security of tenure over the track (courtesy of the new 60 year lease) the club is in a good position to really develop our facilities to a very high standard. Over the coming months a new central event administration centre will be built alongside and over the scrutineering bay, to provide new and better facilities for the Event Secretary, Scrutineers, Clerk of Course and Stewards as well as improved storage.

I hope that our 2021 hillclimbs will benefit from easier processes and improved facilities to make them more enjoyable for both competitors and officials.

The club has a remarkable asset in the track and the facilities we've built around it. We want to continue to improve the track and the facilities to make greater use of what we have.

It was good that, for the first time, we held the 2020 Annual General Meeting in the Pit Stop Café and I would like to thank club members who attended. The weather was coolish (cold would be more truthful) but the Pit Stop has great potential to be used for future activities to support the club. By autumn 2021, more work will have been done to winterise the Pit Stop so that it will suitable for a greater range of purposes.

The AGM was successful and included in this edition of Over The Hill are my report on the past year and

PLACES STILL AVAILABLE FOR THE 8 NOVEMBER HILLCLIMB

By Friday night (30 October), 40 entries had been received for next Sunday's hillclimb (8 November),

which means 20 places are still available.

If you would like to compete next week, go to the club website (www.sdmahillclimb.com), click on the button marked 'Entry Forms' and then click on the button marked 'Club Online Entry Form'.

See you next Sunday.

the Audited Financial Statements. I hope these two documents give members a good understanding of how the club was managed in the past financial year and what the previous committee believed is the outlook for this current financial year.

I would like to thank every member of the previous committee for their contributions throughout the year and for their dedication to the club. As I said in my report to the AGM:

“Without their commitment and hard work, SDMA would not be as well placed as it is to emerge strongly from COVID. The committee works very well together: cheerfully and with the sole focus of making SDMA better and

improving our track and our facilities and services.”

The members of the new committee are listed in this edition of *Over the Hill*. I am sure the committee will continue to work together for the benefit of the club.

Two important dates:

- Sunday 22 November – 20th Anniversary HillClimb
- Sunday 13 December - 12 noon for 12.30 - SDMA Christmas Party at the track.

John

REMINDERS FOR ALL HILLCLIMB ENTRANTS

- **You must be a current financial SDMA member to compete.** If your membership has run out during the lockdown, or has expired 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.**
- **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.

OFFICIALS FOR CLUB EVENTS

We need more club members to volunteer to be an officials at events which the club will run this year and in the future.

Please remember:

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.

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 rohantthatcher@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>.

Officials licences are free of charge!

SDMA WEBSITE REDEVELOPMENT

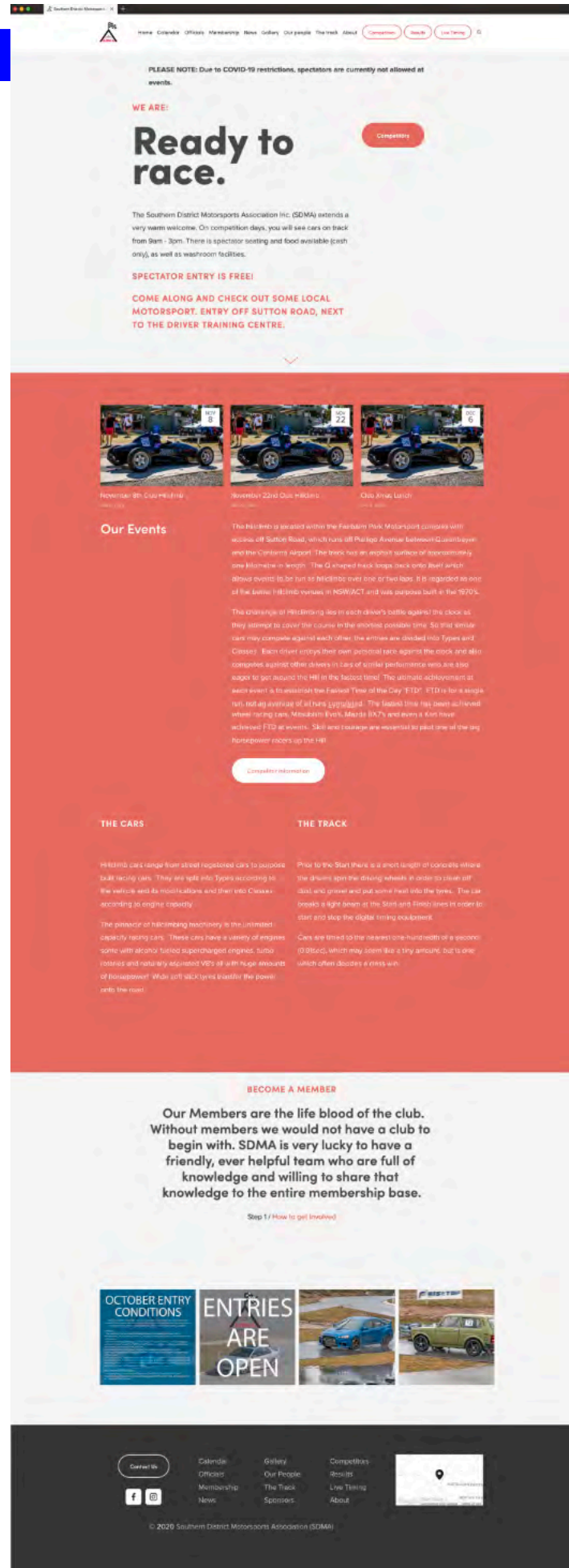
We are heavily into a refresh of the SDMA website (see the screenshot of the new home page opposite) and would love your help! We want to keep the site interesting, attractive and current, so that it grabs attention... we want the site to attract new members as well as inform current members.

It's the opportunity to display and highlight our unique track , encourage motoring enthusiasts to look at what we do, to come along and be part of a hillclimb and be part of the club.

So we are looking for club members who are keen to test out the new site and provide feedback, or would like to help with managing content on the new site.

If this sounds like you, please send an email to daniel@cumminsphoto.com.au

We are aiming to launch the site before the 20th Anniversary Hillclimb, so get in touch quick!.



2019-2020 ANNUAL GENERAL MEETING - PRESIDENT'S REPORT

25 OCTOBER 2020

2019-2020 was a year of two dramatically different halves. The first six months, from 1 July 2019 to 31 December 2019, saw a continuation of SDMA's steady growth and success in staging professionally managed and well supported hillclimbs, with good competitor and spectator numbers. Club events in August, September, October and November 2019 attracted strong fields with keen and close competition the consistent hallmarks.

The second half of the year was a different story. Our first event on 2 February 2020 had to be cancelled because of the declaration of a State of Emergency in the ACT due to a major bushfire in the south of the Territory. That blaze was the local manifestation of a series of horror bushfires which devastated much of NSW and Victoria and caused substantial property damage and stock losses in all states.

Our next event, on 1 March, turned out to be the only hillclimb we held in the second half of 2019-2020. It was a successful day with 54 competitors enjoying beautiful autumn weather and five runs. Shortly after this event severe COVID-19 lockdown restrictions were imposed which prevented any sporting events and limited outdoor gatherings to two, socially distanced individuals.

COVID restrictions continued throughout the rest of the second half, easing only slowly and incrementally as the pandemic came under control. The restrictions forced the abandonment of events in April, May and June, with cancellation of the *HeartKids* Hillclimb particularly disappointing.

The restrictions on outdoor gatherings, and the fact that many of the club's hardworking volunteers were vulnerable to COVID due to age or pre-existing conditions, also meant that it was not possible safely to conduct working bees or maintenance days at the track.

The club committee continued to meet through this time using *Zoom* remote conferencing, an innovation which is likely to continue as many committee members feel it has made it easier for them to attend meetings. A priority at all committee meetings was to assess the latest state of COVID

restrictions to try to anticipate when the club would be able to resume events and to plan how those events would be managed. The working assumptions were that ACT and NSW Government restrictions would continue, that *Motorsport Australia* (the new name for CAMS) would require the club to meet all relevant government requirements and that *Motorsport Australia* would impose its own strictures on affiliated clubs as a condition of granting event permits.

The *Motorsport Australia* rules created significant additional work for the club. COVID Event and Venues Plans had to be submitted with permit applications, SDMA had to prepare and continually update bespoke COVID Event Procedures, COVID checkers had to be nominated, drivers' e-briefings had to be prepared and COVID safe rules had to be developed, publicised and enforced at events.

In all the COVID related preparations, the committee's priority was the safety of club members and throughout the crisis it has erred on the side of safety and caution. Clusters in NSW and Victoria show how easily the virus spreads and the committee has been mindful of the need continually to be aware of the risks and dangers involved.

I would like to thank all club members for their patience and their support of the committee during COVID. I would also like to thank all committee members for the efforts they have put into getting the club ready to resume competition safely so as to protect members' health and wellbeing.

Apart from event cancellations, COVID had other impacts on the club. At the end of June, membership numbers were down to 200 individual, family, official and life members, a significant fall against numbers for the previous year. The most likely explanation for the drop was that a number of members, facing economic uncertainty as a result of employment uncertainty, held off renewing memberships until such time as events were due to start again. That explanation seems to have been borne out by a steady increase in renewals from August to the point where membership at the beginning of October had risen to 280.

COVID has had a financial impact on the club. Event cancellations in 2020 had a significant impact on revenues due to greatly reduced fewer entry fees and lower *Pit Stop Café* profits. Income was also affected by fewer external hires of the track. Those losses were offset by an ACT Government land rent rebate for two quarters and rates rebate for four and a half months, concessions which will save the club around \$4678 (although not all of this will be reflected in the 2019-2020 Financial Statements as some of the reductions relate to the second half of 2020).

The audited financial statements show that the club suffered an operating loss of \$14,799 in 2019-2020, because while revenue fell as a result of the cancellations, depreciation of assets continued unchanged. Notwithstanding that operating loss, the club remains in a very good financial position, with a healthy balance in the club's operating account and strong reserves in term deposits.

Amid difficult times, there were a number of positive improvements during the year. The most significant was the extension until 2080 of the lease on the Fairbairn Park motorsport complex, which was due to expire in four years' time. The extension has given the four clubs which have facilities in Fairbairn Park much needed certainty for medium to longer term planning and development. The previous 20 year lease had been a consistent concern for the clubs because it did not facilitate forward planning and was suggestive of a lack of a long term commitment to Fairbairn Park by the ACT Government.

The new lease means that SDMA and the other clubs have security of tenure for sixty years: we now have a permanent home. This is a huge leap forward for the club. It gives us the basis for long term planning, for identifying improvements we want to make over a 10 or 20 year time frame and for organising the resources needed to make them happen. Things we have talked about for a long time, such as extending the track layout to give us different courses, and upgrading our spectator facilities, can now start to be planned in detail.

The club worked throughout the year to improve its communication capabilities, particularly social media. The SDMA *Facebook* page has been re-invigorated and is now a major and timely source of news about SDMA activities for members and non-members alike thanks to the efforts of Celeste Oringo and Kim Le Lievre. The club's monthly newsletter, *Over The Hill*, has been revamped and made more readable thanks to the design and layout skills of Colin Chandler and articles written by members. Please keep them coming: your stories are what the club is about. Work also began to redesign and refresh the club website to give it a new look and to provide additional services and information to members and visitors.

The *Motorsport Australia* NSW Hill Climb Panel, which runs the NSW HillClimb Championship, invited clubs which host rounds of the championship to nominate members to the panel. SDMA proposed Harry Katsanevas and his membership of the Panel has benefited the club through better and quicker communication between SDMA and the Panel. This has been particularly valuable during the COVID pandemic because of the need to respond quickly to changing NSW and ACT government and *Motorsport Australia* event restrictions and requirements

I thank all members of the committee for their sustained individual and collective efforts over the year. Without their commitment and hard work, SDMA would not be as well placed as it is to emerge strongly from COVID. The committee works very well together: cheerfully and with the sole focus of making SDMA better and improving our track and our facilities and services. I would particularly like to thank the Executive members, Vice President and Public Officer Geoff Bassingthwaighe, Secretary Dave Peisley and Treasurer Alex Hitch.

John Templeton

SOUTHERN DISTRICT MOTORSPORTS
ASSOCIATION
INCORPORATED

FINANCIAL ACCOUNTS
30TH JUNE 2020

CANBERRA ACCOUNTANCY & AUDIT PTY. LIMITED
CHARTERED ACCOUNTANTS

SOUTHERN DISTRICT MOTORSPORTS ASSOCIATION INCORPORATED

CERTIFICATE FROM THE COMMITTEE

We, the undersigned, being two members of the committee of the association state on behalf of the committee ;

- (a) that the Committee of the Association holding office during the year ended 30th June 2020 and up to the date of this Certificate were:

John Templeton	President	
Geoffrey Bassingthwaite	Vice President/Public Officer	
Alex Hitch	Treasurer	
David Peisley	Secretary	
Daniel Cummins	Ordinary Member	
Colin Merz	Ordinary Member	
David Yates	Ordinary Member	
John Stewart	Ordinary Member	
Mark Wyatt	Ordinary Member	
David King	Ordinary Member	
Zac Le Lievre	Ordinary Member	
Celeste Oringo	Ordinary Member	
Morrie Lonnie	Ordinary Member	
Harry Katsanevas	Ordinary Member	
Kim Le Lievre	Ordinary Member	
Rohan Thatcher	Ordinary Member	Retired
Henry Hilhorst	Ordinary Member	Retired
Geoff Wren	Ordinary Member	Retired
Robert Van Heuzen	Ordinary Member	Retired

- (b) the principal activities of the association during the year have been those of a Motor Sports Activity Association. There has not been any significant change in those activities during the year.
- (c) the net deficit for the year ended 30th June 2020 was (\$14,799). (2019: Surplus \$3,873).
- (d) that all grants received by the Association have been or will be expended in accordance with the purposes for which they were provided.

Dated at Canberra ACT this 23rd day of October 2020.

Name:.....

Name:.....

Signature:.....

Signature:.....

Committee Position:.....

Committee Position:.....

SOUTHERN DISTRICT MOTORSPORTS ASSOCIATION INCORPORATED

**STATEMENT BY MEMBERS OF THE COMMITTEE
FOR THE YEAR ENDED 30TH JUNE 2020**

The committee has determined that the association is not a reporting entity and that this special purpose financial report should be prepared in accordance with the accounting policies outlined in Note 1 to the financial statements.

In the opinion of the Committee, the financial statements as set out on pages 5 to 10:

- (a) Presents a true and fair view of the financial position of Southern District Motorsports Association Incorporated as at 30th June 2020 and its performance for the year ended on that date.
- (b) At the date of this statement, there are reasonable grounds to believe that the Southern District Motorsports Association Incorporated will be able to pay its debts as and when they fall due.

This statement is made in accordance with a resolution of the Committee and is signed for and on behalf of the Committee by:

Name:.....

Name:.....

Signature:.....

Signature:.....

Committee Position:.....

Committee Position:.....

Dated at Canberra ACT this 23rd day of October 2020.

INDEPENDENT AUDITOR'S REPORT TO THE MEMBERS OF SOUTHERN DISTRICT MOTORSPORT ASSOCIATION INCORPORATED (ABN 65 785 986 387)

We have audited the accompanying financial report, being a special purpose financial report of Southern District Motorsports Association Inc. (the association), which comprises the statement by members of the committee, the statement of financial position as at 30th June 2020, the income statement, the statement of change in equity for the year ended on that date, and the summary of significant accounting policies and other explanatory notes.

Audit Opinion

In our opinion, subject to the effect, if any, of the matter described in the Basis for Qualified Opinion section, the financial report of Southern District Motorsports Association Inc. presents fairly, in all material respects, the financial position of the association as at 30th June 2020 and its financial performance and cash flows for the year ended in accordance with the accounting policies described in Note 1 to the financial statements, and the Associations Incorporation Act of the A.C.T.

Emphasis of Matter – Basis of Accounting

We draw attention to Note 1 to the financial report, which describes the basis of accounting. The financial report has been prepared to assist Southern District Motorsports Association Inc. to meet the requirements of the Associations Incorporation Act of the A.C.T. As a result, the financial report may not be suitable for another purpose. Our opinion is not modified in respect of this matter.

Committee's Responsibility for the Financial Report

The committee of the association is responsible for the preparation and fair presentation of the financial report in accordance with the financial reporting requirements of the Associations Incorporation Act of the A.C.T. The committee's responsibilities also includes establishing and maintaining internal control relevant to the preparation and fair presentation of the financial report that is free from material misstatement, whether due to fraud or error, selecting and applying appropriate accounting policies; and making accounting estimates that are reasonable in the circumstances.

In preparing the financial report, the committee is responsible for assessing the entity's ability to continue as a going concern, disclosing, as applicable, matters relating to going concern and using the going concern basis of accounting unless the committee either intends to liquidate the Entity or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the Entity's financial reporting process.

Auditor's Responsibility for the Audit of the Financial Report

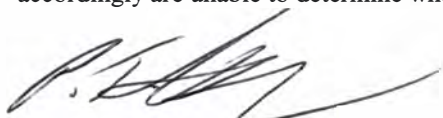
Our objectives are to obtain reasonable assurance about whether the financial report as a whole is free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with the Australian Auditing Standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of this financial report.

A further description of our responsibilities for the audit of the financial report is located at the Auditing and Assurance Standards board website at: <http://www.auasb.gov.au/Home.aspx>.

This description forms part of our auditor's report.

Basis for Qualified Opinion:

We have been unable to extend the auditing on income beyond the banking of receipts by the association and accordingly are unable to determine whether all income has been recorded.



CANBERRA ACCOUNTANCY & AUDIT Pty. Ltd.
Peter Irving CA – Director
Chartered Accountants

Address: 74 Lindrum Crescent, HOLT, ACT.
Dated: 23rd October 2020

SOUTHERN DISTRICT MOTORSPORTS ASSOCIATION INCORPORATED

**AUDITOR'S INDEPENDENCE DECLARATION
TO THE MEMBERS OF SOUTHERN DISTRICT MOTORSPORTS ASSOCIATION
INCORPORATED**

I declare that, to the best of my knowledge and belief, during the year ended 30th June 2020 there have been:

- (i) no contraventions of the auditor independence requirements as set out in the Corporations Act 2001 in relation to the audit; and
- (ii) no contraventions of any applicable code of professional conduct in relation to the audit.



Canberra Accountancy & Audit Pty. Limited
Peter Irving: - Director
Chartered Accountants
Canberra, ACT

Dated: 23rd October 2020

SOUTHERN DISTRICT MOTORSPORTS ASSOCIATION INCORPORATED

**STATEMENT OF FINANCIAL POSITION
AS AT 30TH JUNE 2020**

	Note	2020 \$	2020 \$	2019 \$
CURRENT ASSETS				
Bendigo Bank Operating Account		53,342		94,352
Cash on Hand		905		409
Bendigo Bank Term Deposits		<u>270,000</u>		<u>212,300</u>
			324,247	307,061
NON-CURRENT ASSETS				
Plant & Equipment	2	16,706		24,720
Leasehold Improvements	2	<u>186,667</u>		<u>210,000</u>
			203,373	234,720
OTHER INVESTMENTS				
Shares in Service One Credit Union		<u>0</u>		<u>10</u>
			0	10
TOTAL ASSETS			<u>527,620</u>	<u>541,791</u>
CURRENT LIABILITIES				
Creditors & Accruals		547		2,829
Income in Advance - Heart Kids		<u>2,910</u>		<u>0</u>
			3,457	2,829
TOTAL LIABILITIES			<u>3,457</u>	<u>2,829</u>
NET ASSETS			<u>524,163</u>	<u>538,962</u>
MEMBERS FUNDS				
Accumulated Surplus			524,163	538,962
			<u>524,163</u>	<u>538,962</u>

The accompanying notes form part of these financial statements

SOUTHERN DISTRICT MOTORSPORTS ASSOCIATION INCORPORATED

**STATEMENT OF CHANGE IN EQUITY
FOR THE YEAR ENDED 30TH JUNE 2020**

ACCUMULATED MEMBERS FUNDS	Note	Accumulated Surplus	Total
		\$	\$
Original Balance at 30 June 2018		535,089	535,089
2019 Year Deficit attributable to members		3,873	3,873
Balance at 30th June 2019		<u>538,962</u>	<u>538,962</u>
Current Year Surplus attributable to members for 2020		(14,799)	(14,799)
Balance at 30th June 2020		<u><u>524,163</u></u>	<u><u>524,163</u></u>

The accompanying notes form part of these financial statements

SOUTHERN DISTRICT MOTORSPORTS ASSOCIATION INCORPORATED

**INCOME STATEMENT
FOR THE YEAR ENDED 30TH JUNE 2020**

	Note	2020 \$	2019 \$
INCOME			
SDMA Hillclimb Events		25,380	34,260
State Round Events		0	14,810
Track Hire - Other		4,400	8,400
Retail Sales		4,879	8,629
Membership Fees		7,245	8,265
Miscellaneous Income		610	125
Grant Income		0	4,400
Interest Received		4,273	3,180
TOTAL INCOME		<u>46,787</u>	<u>82,069</u>
 EXPENDITURE			
Ambulance Services		1,320	3,643
Auditing & Consulting		5,850	1,540
Bank charges		10	2
Cams - Affiliation		1,270	1,250
Cams - Permits		3,867	6,070
Catering		2,626	3,877
Depreciation		31,347	31,347
Donations		0	5,289
Electricity		962	1,254
Fire Services		1,380	2,410
Insurance		539	532
Meeting Costs		793	733
Miscellaneous Expenses		686	509
Maintenance - Track		1,445	964
Maintenance - Other		758	723
Property Costs		7,971	12,539
Refunds		75	170
Stationary & Subscriptions		508	893
Trophies		179	4,451
		<u>61,586</u>	<u>78,196</u>
NET SURPLUS/(DEFICIT)		<u>(14,799)</u>	<u>3,873</u>

The accompanying notes form part of these financial statements

SOUTHERN DISTRICT MOTORSPORTS ASSOCIATION INCORPORATED
ABN 65 785 986 387

NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
FOR THE YEAR ENDED 30TH JUNE 2020

1. STATEMENT OF SIGNIFICANT ACCOUNTING POLICIES

The financial report is for Southern District Motorsports Association Incorporated as an individual entity, incorporated and domiciled in the Australian Capital Territory.

(a) **Basis of Preparation**

The financial statements are special purpose financial statements prepared in order to satisfy the financial reporting requirements of the Associations Incorporation Act of the A.C.T.

The committee has determined that the association is not a reporting entity.

The financial statements have been prepared on an accruals basis, are based on historical costs, modified, where applicable, by the measurement at fair value of selected non-current assets, financial assets and financial liabilities.

The following significant accounting policies, which are consistent with the previous period unless otherwise stated, have been adopted in the preparation of the financial statements.

(b) **Revenue**

Revenue is measured as the fair value of the consideration or contributions received or receivable. Where revenue is received in the form of cash the fair value of the consideration is the amount received. Where revenue is received in a form other than cash, for example, equipment, it is only recognised when the value can be measured reliably.

(c) **Grants**

Grants are brought to account as income in the year they are received.

(d) **Income Tax**

The committee believes the association is exempt from income tax under the Income Tax Assessment Act 1997.

(e) **Leases**

The Association as Lessee

At inception of a contract, the Association assesses if the contract contains or is a lease. If there is a lease present, a right-of-use asset and a corresponding lease liability is recognised by the Association where the Association is a lessee. However, all contracts that are classified as short-term leases (lease with remaining lease term of 12 months or less) and leases of low value assets are recognised as an operating expense on a straight-line basis over the term of the lease.

Initially, the lease liability is measured at the present value of the lease payments still to be paid at commencement date. The lease payments are discounted at the interest rate implicit in the lease. If this rate cannot be readily determined, the Association uses the incremental borrowing rate.

SOUTHERN DISTRICT MOTORSPORTS ASSOCIATION INCORPORATED
ABN 65 785 986 387

NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
FOR THE YEAR ENDED 30 JUNE 2020

1. STATEMENT OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

(e) **Leases (Cont'd)**

The Association's arrangements for use of the property at Fairbairn Park A.C.T. do not include a formal lease. Instead, the Association is charged a proportion of the fixed and running costs of the property by the Fairbairn Park Control Council Incorporated, which is the leasee of the property from the A.C.T. Government.

The Association's Committee believes there are no binding and on going terms or conditions that would result in this arrangement with Fairbairn Park Control Council Incorporated being classified as a lease. Hence, no right-of-use asset and corresponding lease liability are recognised in the Statement of Financial Position.

(f) **Depreciation and Amortisation**

Non-Current assets are carried at cost or fair value, and where applicable, less any accumulated depreciation.

Property, plant and equipment are depreciated using either the diminishing value or straight line method at rates based on the expected useful lives of the assets. The depreciation rates used for each class of asset are as follows:

Plant and equipment – at cost	Prime cost: 25%
	Diminishing value: 7.5 % to 40%

(g) **Goods and Services Tax (GST)**

The Association is no longer registered for GST.

(h) **Critical Accounting Estimates and Judgements**

The Committee members evaluate estimates and judgements incorporated into the financial report based on historical knowledge and best available current information. Estimates assume a reasonable expectation of future events and are based on current trends and economic data, obtained both externally and within the association.

(i) **Going Concern**

The statement of Financial Position and Income Statement have been prepared on the assumption that the Association is a going concern.

In making this assumption regard has been given to all the aspects of the Association's business.

(j) **Comparative figures**

Where necessary comparative figures have been adjusted to facilitate changes in presentation and disclosure requirements in the current year.

SOUTHERN DISTRICT MOTORSPORTS ASSOCIATION INCORPORATED
ABN 65 785 986 387

NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
FOR THE YEAR ENDED 30 JUNE 2020

2. FIXED ASSETS

	2020	2019
	\$	\$
Plant & Equipment:		
Plant & Equipment - at cost	90,181	90,181
Less Accumulated Depreciation	<u>(73,475)</u>	<u>(65,461)</u>
	<u>16,706</u>	<u>24,720</u>
Leasehold Improvements:		
Track Surface - at cost	350,000	350,000
Less Accumulated Depreciation	<u>(163,333)</u>	<u>(140,000)</u>
	<u>186,667</u>	<u>210,000</u>

3. RELATED PARTY DISCLOSURES

Committee

The names of the persons who were Committee members of the association during the year ended 30 June 2020 are as follows:

John Templeton
Geoffrey Bassingthwaite
Alex Hitch
David Peisley
Daniel Cummins
Colin Merz
David Yates
John Stewart
Mark Wyatt
David King
Zac Le Lievre
Celeste Oringo
Morrie Lonnie
Harry Katsanevas
Kim Le Lievre
Rohan Thatcher
Henry Hilhorst
Geoff Wren
Robert Van Heuzen

4. ASSOCIATION DETAILS

The association can be contacted at :

PO Box 1484
Queanbeyan NSW 2620

SDMA 2020-2021 COMMITTEE: elected at the AGM on Sunday 25 October 2020

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

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

Some general committee members have specific roles:

- o Col Merz is the Facility Manager for the track;
- o Celeste Oringo and Kim LeLievre are the social media team;
- o Anthony Hyde and David Yates are SDMA representatives on the Fairbairn Park Control Council;
- o Harry Katsanevas is the SDMA representative on the *Motorsport Australia* NSW Hill Climb Panel.



EVENT REPORT – SUNDAY 4 OCTOBER ONE LAP HILL CLIMB (PRACTICE SATURDAY 3 OCTOBER)

The long week-end event replaced the scheduled SDMA round of the NSW Hill Climb Championship (NSWHCC), which had to be cancelled because NSW Government restrictions (which were also imposed by *Motorsport Australia*) severely restricted the ability of NSWHCC competitors to travel across the state for sporting events. So a club one lap hillclimb was organised, with timed practice on Saturday.

25 competitors took advantage of the practice session from 11.00am to 4.00 pm, which was run the same way as an event. A running order was followed and cars could not line up for their next run until the current run was finished. So there was no opportunity to 'double up' or 'triple up' at the expense of fellow competitors. It was a busy afternoon for all concerned, with some very quick times recorded, including a new 'class record' for Paul Welch in the Porsche GT3, a record which wasn't able to stand because it was practice, not a competitive event. So near and yet so far.

One 'new' but very familiar face (to older club members) at practice was Pedro Hietanen, who in the first decade of the 2000s was a very committed and very successful campaigner, taking class wins and the occasional FTD in those long ago days. It was good to see Pedro back with a TBC Clubman driving as flamboyantly and successfully as before.



The practice session was appreciated by everyone who took part, with the consensus being that a possible future option for the club might be to run similar days before events scheduled late in each year, if unused noise credits are available.

The field for the Sunday event was smaller than usual (only 45 starters), most likely due to the holiday long weekend and many people, not expecting a club event on the day, having decided well in advance to be out of Canberra. The smaller field had an advantage for drivers, though: more runs, six in all, with most drivers happily taking advantage of the extra track time.

After the final run, Fastest Time of the Day went to Malcolm Oastler in the Ninjamobil Dart (Type 6 751-1300cc), setting a new class record of 44.37 seconds, eclipsing the record of 45.35 seconds he established only three weeks before.

Second fastest was Paul Welch in the Porsche GT3 (Type 1/2 Over 3000cc) with 45.61 seconds, very close to the record of 45.46 seconds he 'broke' in practice the day before. Third fastest was Pedro Hietanen in the TBC Clubman (Type 6 1301 to 2000cc) with 45.80 seconds, an impressive result for someone who hadn't driven on the track for more than eight years.

Fastest Junior Driver was Tom Donohue in the Mitsubishi Evo X (Type AWD/SV3 Over 3000cc) with 45.99 seconds and Fastest Female Driver was Melody Wyatt in the Corolla KE55 (Type 3 up to 1600 cc) with a time of 53.37 seconds.

Kieran Morcombe justified the expense of new, softer tyres for his Mazda RX 7 by setting a new class record of 46.66 seconds for Type 3 2001 to 3000cc, breaking Todd Wilson's long standing (since August 2014) mark of 47.03 seconds.

The club couldn't have staged two successful days of practice and competition without hard work and commitment by many officials and helpers: Clerk of Course Rohan Thatcher; Event Secretary Dave Peisley; Chief Scrutineer Anthony Hyde; COVID Checker Kim Le Lievre; Timing Dave King; Announcer Alex Hitch; Flag Marshals Col Merz, Henry Hillhorst and John Courtney; Chock David Yates, Col Merz, and Chris Polglase; Mike O'Connor on Fire and Recovery; Geoff Bassingthwaight rotating between jobs to fill gaps and temporary absences; and Julie Yates, Julie Merz, Liz Hillhorst and Pam Masters keeping the Pit Stop Café going to make sure that no-one on Sunday went hungry or short of good coffee. To all officials and helpers, many thanks from SDMA and from the competitors and their family members.

Many thanks to *Lothar Reiss* for allowing the use of several of his photographs in this article..





EVENT REPORT: 18 OCTOBER TWO LAPPER

Twice round the track – twice the fun. That’s how it seemed at the only two lapper we will run in 2020. Two lap events restrict the number of entrants we can accept (a maximum of 40 starters compared to 60 for a single lap) so we generally only run two or three a year but in 2020, COVID made sure we only had one.

The 36 drivers who lined up in unexpectedly benign weather (the forecast was for showers and possible storms, neither of which eventuated) enjoyed a day of close racing, with the first three placegetters separated by only 8/100ths of a second. We were competing with the Bathurst 1000 but a strategically placed (and COVID safe) TV in the Pit Stop Café kept us up to speed (no pun intended) throughout day with the news and drama from the mountain.

Fastest Time of the Day and a new class record for Type 1/2 Over 3000cc went to Paul Welch in the Porsche GT3, with a time of 79.70 seconds, significantly improving on the old mark of 80.18.

Paul didn’t have the day entirely to himself though, with Jeff Nicholls in the Westfield Clubman (Type AWD/SV up to 1600 cc) pushing him very close and, in the second run, pipping Paul by 5/100ths of a second (79.72 to 79.77). That was Jeff’s best result for the day but Paul bettered him in the third run to set the new record and secure FTD. Jeff’s time gave him second outright and a class win.

The biggest class was Type AWD/SV3 Over 3000cc with seven cars: three Subarus, two Golfs, an Audi and a Mitsubishi Evo piloted by Tom Donohue, who won the class with an impressive time of 79.78 seconds, which also gave him Fastest Junior Driver and third outright.



The second largest class was Type AWD 1/2 Over 3000cc with five competitors and four cars (three Golfs and one Subaru). The class win was taken by Sean Doyle with a time of 83.45, a new record for the class, edging out the previous benchmark of 83.47.

One of SDMA's most consistent members, Bob Wootten, returned to Fairbairn Park after having been unable to compete in the last three events because of COVID limits on Greater Sydney residents. Bob brought a new Wren F2, painted in his familiar yellow livery, and while the day wasn't as successful as Bob no doubt hoped, with two unfortunate 'offs', it was good to see him back.

Thanks to the on-course officials who made the day possible: Clerk of Course, Chris Hardy; Event Secretary Dave Peisley; COVID Checker Kim Le Lievre; Flag Marshals McKelvey Reed, Col Merz, Robert Fuller and John Courtney; our rotating chock crew of Malcolm Oastler, David Yates and Kieran Morcombe; our energetic and very effective Grid Marshal Warren Spires; Dave King for timing; Alex Hitch on public address; and Anthony Hyde as Chief Scrutineer.

Particular thanks to McKelvey, Robert and Kieran who came out to help for the first half of the day due to other commitments in the afternoon. Their contributions made running the day possible because without officials we can't hold events. So a message to all members: you don't have to commit to working all day as an official: we always welcome people who can help out for half day, either the morning shift or the afternoon shift.

Again, special thanks to the Pit Stop Café crew of Julie Merz, Julie Yates and Liz Hillhorst. Their cheerful and efficient operation made sure everyone was able to be fed and happy..

Many thanks to *Toby Wilson* for allowing the use of several of his photographs in this article..



Evolution of a Competition Car - One of the Year 2000 Originals

by Peter Browning.

When a poor little Series 1 RX7 rolled off the production line in Japan it was expecting a nice easy life pottering around the suburbs, with the occasional blast up a motor-way. Little did it know !!



It apparently suffered a fire (correct me if I am wrong) and arrived in Oz to be built up by Jon Waterhouse into a rally car to replace his rapid RX2. It was then rallied with great success by Jon, but eventually grew very tired and was retired to go to the old rally car home in the sky.



However, after an extended break from competitive motor sport, I happened to be visiting Jon, probably to get work done on my 13B rotary powered Peugeot 404 – as you do. As these visits go, I left owning the RX7 rally car, fitted with a 12A, and with Type 3 rally registration so it could be a regular driver.

I removed about 20 kg of dirt and 5 kg of excess wiring from the interior and she ran a couple of seasons as an Improved Production racer, but was totally outclassed with a 12A, but still heaps of fun and was regularly driven to work.



As the racing class had got very professional and too expensive, I went back to Supersprints and Hillclimbs, where she was classified as a Type 4C – Sports Sedan, so I re-built her to better fit those specifications, but retaining the rally roof hatch, or air-brake as I told people.

In went a 13B Bridgeport with extended 48mm downdraft weber, racing clutch, and 4.8:1 lsd. A Group C body kit, perspex hatch and windows and stripped out interior improved the weight and I retained the alloy roll cage. The suspension had the rally shocks, but was lowered with Pedders springs and good swaybars. As she ran 13x8" front and 13x10" rear rims with Bridgestone slicks, I had to retain the standard front brakes, but she had Alpha disks on the rear with race pads.

She was used at the first Fairbairn Test day in preparation of the re-opening of Fairbairn Park Hillclimb in 2000, being suitably noisy.

In this configuration the RX7 was a delight to drive and a consistent class, and occasional outright winner, in Supersprints at Oran Park, Eastern Creek and Wakefield Park and in Hillclimbs at Fairbairn Park, Wakefield Park and Huntley. By 2001 she held Type 4C Supersprint/Hillclimb class records on all of those tracks - Oran Park South circuit 49.48, Eastern Creek 1.51.5, Wakefield 1999 circuit 1.11.9, Fairbairn hillclimb 47.67, Huntley hillclimb 27.05 and Wakefield hillclimb 52.43.

Her highlight years were in 1999 and 2000 in the Group 7 Speed Series run at Oran Park, Eastern Creek and Wakefield Park circuits, and at Huntley hillclimb. She came in 1st Outright and 1st Type 4C and was the Mazda Club of NSW Club Champion for both those years. She also came 1st in class 4C and 9th outright in the 2000 NSW State Supersprint championship.

The only low-light was competing at Eastern Creek, where I was fully committed into turn one in 5th gear, when she suddenly swapped ends, sliding dramatically off into the outfield at high speed, until I was stopped by the gravel trap. Driver error I thought, but checking the car showed that the right-hand rear axle had sheered under the load and departed the car. The halo of the disk was caught in the caliper still on the car, but the hub was bolted inside the rim, indicating the forces involved.

Very fortunately, the sheered hub and wheel had fallen under the car and the diff housing had locked into it, meaning I slid on the rim, which allowed the car to come to rest on 3 and a bit wheels. Had she dug in I would have ended up in a ball of metal around Penrith, but I did get the award from the Flag Marshall for the most spectacular incident of the day. We checked axles regularly after that.

We ran the 2000 Fairbairn Hillclimb Test day and the 26 November 2001 Hillclimb. I have a 46.48 recorded, but I suspect they moved the finish line after that event to give better vision to the Timers.

After two rounds in 2001 she is shown as the 4C class record holder with a 47.67.



But time and budgets interfered, so she progressed onto Pedro Hietanen, and after further development she had great success in ACT, State and Australian Hillclimb championships, and still holds the Fairbairn Hillclimb State record for Sports Sedan 2001-3000 with a 45.40 set in 2004.

Pedro usually ran number 44 in memory of the late and great Greg Hansford.

After an action filled life with Pedro, she then moved to Queensland for another successful stint with Stewart Murchison in Hillclimbs and at the Leyburn sprints.

When they did a bare metal respray they commented it was one of the best RX7 shells they had worked on – if only they knew !!!!.

A hillclimb accident and then being caught in the Brisbane floods meant that she was parted out and we lost track of her. Hopefully she lives on.



Thanks Mazda and Jon for a great and versatile car!

Fairbairn Class records as at April 2001 show many familiar names, and only five records were under 50 seconds

FAIRBAIRN HILLCLIMB - RECORD HOLDERS AS AT APRIL 2001 :

Top three Outright: John Ribiero 46.57
Geoff Boyd 47.10
Peter Browning 47.67

PRB Clubman
Rilston Clubman
Mazda RX7

20th Anniversary HillClimb – Sunday 22 November 2020

If you're feeling a sense of hillclimb history, it's because SDMA has been banging the drum for some time now about the 20th anniversary this month of the first event the club staged by itself.

It was on 26 November 2000 and 11 cars took part. Since then a lot has changed ... for the better.

We now regularly have fields of more than 60 cars. The track has been upgraded and resurfaced. The pit and spectator facilities are greatly improved. SDMA events are recognised across the NSW and national hillclimbing communities as being professionally and efficiently run to high standards.



So we have a lot to reflect on and celebrate on 22 November. Special features of the day will include

- All previous ACT HillClimb Champions will be invited to be part of the celebration, either by competing or coming to watch.
- All competitors, officials, volunteers and previous ACT HillClimb Champions will receive a 20th Anniversary commemorative cap with the 20th Anniversary logo.
- Competitors will get a free sausage sandwich and soft drink at lunchtime.
- Anyone who competed in the first hillclimb in 2020 will get free entry to the event, as will former ACT HillClimb Champions and SDMA life members.

At the end of the day there will be a catered social gathering for competitors, officials, volunteers and guests, who will include the executive of the Brindabella Motor Sport Club, without whose support SDMA would not have been able to get started way back in 2000.

The 20th Anniversary HillClimb will be the last round of the 2020 ACT Hillclimb Championship, but there will be a difference.

Instead of Fastest Time of the Day being the top award, which favours the modified classes over Types 1, 2 and 3, the main prize will be a special 20th Anniversary HillClimb Trophy for the driver who performs best on the day compared with the record for their class.

Times will be compared with the class record as a percentage and whoever beats or gets closest to their class record will be the day's winner. (This is the way the count back for the ACT HillClimb Championship is decided if there is a tie at the end of the year: see the club website for details.)

Class awards will be presented as usual and points will be awarded towards the 2020 ACT HillClimb Championship.

**It will be a great day to mark a great milestone for SDMA.
When entries open, get in quickly.**

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 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)	