



# OVER *the* HILL

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

Email: [secretary@sdmahillclimb.com](mailto:secretary@sdmahillclimb.com)

March 2020

## President's Report



After a delayed start to the year, SDMA events are off and running again. The decision to cancel the 2 February Hillclimb was regrettable but was absolutely the right call. The risk of running an event on a day when the ACT Government had declared a State of Emergency to ensure that firefighting resources could be concentrated on danger areas was simply too great. The

potential for serious harm to competitors, officials and spectators meant the committee had no choice but to cancel. It was only the second time an SDMA event has been cancelled beforehand: the other time was the day after the January 2003 bushfires which destroyed 450 houses in Canberra.

Fortunately, the ACT Environment Protection Authority has reinstated the noise credit for 2 February so we will be able to run a replacement event. The club committee meets this Tuesday (10 March) so I hope we will be able to publicise the details soon after.

One of the club's priorities for 2020 is increasing the number of members who are able (and willing!) to be officials at events. As you can read in the report of the 1 March Hillclimb in this edition of *Over the Hill*, a large number of people are needed to run a single event.

Over a full year, we need even more people who are both qualified and experienced. The club can't keep relying on the same willing workers. It has to be able to give them the chance to compete or spectate or meet other family commitments on Hillclimb days if they wish to. Put simply, we need more people to be prepared to get CAMS endorsement to be

scrutineers, event secretaries, clerks of course, flag marshals, fire and recovery marshals and general event officials. Over the next few months we will be attempting to arrange CAMS training for officials (similar to the scrutineering and fire and recovery training which was conducted last year). ***Can I urge as many members as possible to take part in the training and be available to help on event days.***

The more people we have willing to help means the load is shared. More importantly it means we have proper back up so that we should never be in the position of having to cancel an event on the day - which would be very inconvenient, expensive and embarrassing for all concerned - because we don't have enough officials.

Being old and unreconstructed, I've used the term CAMS in the previous paragraphs. I should now be saying Motorsport Australia, or MA, which is the way CAMS has marketed itself from 1 January this year. But both terms are still being used - and will be for a long time - because they are one and the same organisation.

Our next event is the HeartKids Hillclimb on 5 April, which is always a great day. If you haven't already entered you're probably too late as the event was fully subscribed within a day or so of entries opening. If you can't compete, please come out to support HeartKids, which is a wonderful organisation doing remarkable work, and to watch what promises to be a good day of two lap competition. SDMA provides the track and officials for HeartKids each year, as the club's community service commitment to help fundraise for such a great cause.

*John Templeton*

## CHANGE TO SDMA COMMITTEE MEETING DATE

The Club Committee has changed its meeting date.

From February, the committee will meet on the SECOND Tuesday of each month, still at the 7.30 pm at the Canberra Southern Cross Club in Woden. Previously it met on the first Tuesday of the month at the same time and venue.

### **Pitstop Cafe:**

**We don't sell 'virtual' sausage sandwiches, so *please* pay CASH!!**

The Pit Stop café is the hub of the track. Since time immemorial (well since 2001 actually) everyone who's anyone has lined up to buy sausage sandwiches, egg and bacon rolls, coffee and life's other essentials (i.e. Freddo frogs).

And they've paid **CASH**. Yes, good old coins and notes. That cash has helped the club improve facilities and resurface the track, so it's been very worthwhile.

Because the Pit Stop is run by volunteers (*extremely* dedicated volunteers) and we only operate 9 or 10 times a year, the Pit Stop will continue to be **CASH ONLY**.

The cost of introducing PayWave and similar technology is not justified by the scale of our operation and the time involved in processing and reconciling bank transfers for two sausage sandwiches and two Cokes can't be justified either.

So can everyone please remember that the **Pit Stop is a CASH ONLY operation**, so bring coins and small notes with you (and no \$50 notes early in the morning please!!).

## FRONTAL HEAD RESTRAINTS (FHRs), ALSO KNOWN AS HANS (Head and Neck Support) devices

From the beginning of 2020, **CAMS require drivers of cars that have a CAMS logbook to use a Frontal Head Restraint (FHR)** when competing in Speed Events (which includes hill climbs).

The new rules apply only to cars which have CAMS log books and then only to those cars which are equipped to accept them.

**The new rule does not apply to road registered cars or to cars which do not have CAMS log books,** meaning it doesn't affect most of the cars that compete in our events.

The rationale for the new rule is safety, given that FHRs are now used in most other forms of motorsport and that they provide a significant safety improvement.

The new rules are explained in detail on the CAMS website.



## HILLCLIMB REMINDERS

A few reminders for hillclimb competitors:

- **Frontal Head Restraints (FHRs).** If your car has a CAMS log book and you present the log book at scrutineering, you must have and use a CAMS compliant 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 competing in a road registered car or an unregistered vehicle which does not have a CAMS log book. The CAMS rationale for the new rule is safety, given that FHRs are now required in most other forms of motorsport.
- **Fire safety.** When vehicles are being refuelled in the pits, please exercise extreme care. The whole pit area is a no smoking zone at all times and even without the tragic bushfire season which Australia has experienced, we all have to be very mindful of potential fire hazards.
- **Refreshments at the presentations.** The club will, as usual, provide light refreshments (beer, wine, cheese and bikkies) at the presentations after the competition runs. Everyone is very welcome to stay and relax with opponents and friends (sometimes they are one and the same) and to wind down after a serious day's fun.

## Amended 2020 Calendar

Events	Track Maintenance	Notes
March		Committee meeting: Tuesday 10 March CANBERRA DAY: Monday 9 March
April SUNDAY 05 APRIL (HeartKids – two laps)	Saturday 04 April	Committee meeting: Tuesday 14 April EASTER: Friday 10 April to Monday 13 April ANZAC DAY: Saturday 25 April
May SUNDAY 3 MAY (One lap)	Saturday 02 May	Committee meeting: Tuesday 12 May MOTHERS' DAY: Sunday 10 May
June SUNDAY 7 JUNE (Two laps)	Saturday 6 June	Committee meeting: Tuesday 09 June RECONCILIATION DAY: Monday 01 June QUEEN'S B'DAY: Monday 8 June
July NO EVENT		Committee meeting: Tuesday 14 July
August SUNDAY 9 AUGUST (One lap)	Saturday 8 August	Committee meeting: Tuesday 11 August
September SUNDAY 13 SEPTEMBER (One lap)	Saturday 12 September	Committee meeting: Tuesday 08 Sept FATHERS' DAY: Sunday 6 Sept
October Round 8: NSW Hill Climb Championship SATURDAY 03 OCTOBER (Practice: Noon-4.00) SUNDAY 04 OCTOBER (Competition)  Club Hill Climb SUNDAY 18 OCTOBER (Two laps)	Friday 02 October  Saturday 03 October    Saturday 17 October	Committee meeting: Tuesday 13 October    BATHURST 1000: Thursday 08 Oct to Sunday 11 Oct
November SUNDAY 08 NOV (One lap)	Saturday 07 Nov	Committee meeting: Tuesday 10 November
December SUNDAY 13 DECEMBER Christmas Party		Committee meeting: Tuesday 08 December

The SDMA 2020 calendar has been amended from the version released in November last year.

We had to change because the ACT Government's noise rules mean that the Fairbairn Park clubs have to coordinate events to make best use of the 18 'noise credits' allocated to Fairbairn Park each calendar year. One club could not get approval from its national body for a previously agreed date.





## Club Hillclimb Report – Sunday 1 March

Finally... we were able to start hillclimbing again. The cancellation of the February event because of the bushfire State of Emergency gave the club it's latest-ever start to a year, but the March event was a great way to start a successful 2020 for SDMA. Thanks to everyone for entering and making the event as enjoyable as it was.

54 competitors lined up in a varied collection of vehicles on a lovely Canberra autumn day. We welcomed three new club members – and welcomed back members who hadn't competed for a number of years – as well as visitors from the Cooma and District Automobile Club.

Five runs were conducted, with the fastest time of the day set by Gareth Rees from Cooma, who ran 44.82 in his very quick and impressive Hyperracer ProRacer Pro kart. That is a cracking pace to get around the track when you are so close to the hotmix. Second fastest was Jeff Nichols in his Westfield with 45.68, less than a second behind.

Third was Harry Katsanevas in his Ford Focus with a time of 43.74. Fastest junior driver (and fourth outright) was Tom Donohue in his Evo X with 46.47. The fastest female driver was McKelvey Reed in her Subaru WRX STi with a time of 51.26. The complete results are on the club website.



David Leaney's immaculate new Lotus Evora attracted many admiring comments, resplendent in its black and gold livery, reminiscent of the colour scheme which adorned the Lotus marque in the 70s and 80s.

Elise Powley managed to get a double taste of open wheel hillclimbing. The Libre BCJ which she and her father were sharing had suspension problems on run two so Col Merz very sportingly offered Elise the chance to do her remaining runs in his Jacer Formula Vee. It was a good example of the generous spirit which characterises club motorsport.



None of us would have had such an enjoyable day if it weren't for the work of a lot of people 'behind the scenes', so to speak, so special thanks to our all officials: Chris Hardy and Rohan Thatcher (Clerks of Course), Dave Peisley (Event Secretary), Daniel Cummins (Pre-Event Secretary), David Yates, Zac Le Lievre and Chris Polglase (chock), Maurice Lonnie, Geoff Bassingthwaighte and Warwick Ellis (flags), Anthony Hyde, Mark Wyatt and Harry Katsanevas (scrutineering), Dave King and Terry Bennett (timing and announcing) and, very importantly, Julie Merz, Julie Yates, Kim Lievre and Pam Masters in the Pit Stop Café. Without the commitment and effort of our volunteers and officials, the club can't run events so every contribution is important and appreciated.



## More Than a One Track Mind...

By Zac Le Lievre

As great as perfecting one track is, and it is really good, there is a thrill in trying to master a new track.

One of the best racing experiences for me is turning up to compete at a track you don't know, or one you're not completely familiar with.

Trying to learn a new track really quickly is nerve wracking but can also be a fantastic feeling. If I could drive a new track every day, that would be unreal.

That's all part of the experience of competing in the NSW Hillclimb Championships.

I don't do the whole series. My lack of spare time and often-tight budget only allows me to do a handful of events.

These days I do mostly the same events each year.

I don't do Wollongong because even though it's close, it's too bumpy for my car. I like Ringwood at Newcastle, that's good because it's a tight track and I've got a small, nimble car - and they run a good event.

King Edward Park was an awesome event but they don't run that one anymore.

For me Bathurst is the event of the year. Every March I pack the car into the trailer, pack the camping gear and drive up to Mount Panorama.

Mountain Straight is by far my favourite event. It's quite fast and a bit scary at times. But just the history of the track, and it's Bathurst!

Probably the first time I ever drove Bathurst was the most memorable hillclimb event for me. It's almost emotional, driving in there knowing you're going to compete at the mountain.

We'll be heading up there again this coming weekend. Now the whole family comes along and we have a big camping set up at the top of the mountain. It's a great weekend and having done it a few years in a row now, you always run into some great characters.

My second favourite track is obviously Canberra.

In 2018 when Malcolm Oastler was away, I came second outright in the state round at Canberra. For a little car like mine, I was very happy with that. I beat a lot of the bigger, more powerful open wheelers which have a lot more downforce, so it was pretty satisfying. Trading times with guys like Doug Barry, Dave Morrow and Ron Hay was really cool.



The day started as it always does for me on race day - by waking up at about 4.30am because I couldn't sleep.

I think after Run 1 I stayed in second all day, and then the last run of the day I knew there was a bit of pressure so I pulled out a fast time. Then I had to spectate as the open wheelers took their turns, and one by one I was waiting for them not to go faster. It was pretty nerve wracking.

The state rounds are always a heap of fun, and I'd recommend anyone who is interested to try one out.

Canberra club member Harry Katsanevas will be parked next to us at Bathurst this coming weekend. We'll have pretty much the whole family there and a big shade tent on the side of the road to check out all the great cars lining up to race.

Aside from the racing though, the Canberra hillclimb community is just a small part of a bigger tribe of people who all have a love of racing. You can learn so much from the people who race at these events.

For me, this includes people like Dave Morrow. He's been around motorsport forever and a day. He's given me plenty of good advice over the years.

We're lucky to have Malcolm Oastler as part of our Canberra club, and he's got plenty of good advice.

Those are just two names in a sea of fantastic people who race at these events.

If you're thinking about competing at a state hillclimb round, I'm happy to pass on any advice that might be helpful.

For those of you who are interested, here's a list of the dates of the NSW rounds:

- Round One – Bathurst, Mount Panorama Esses – Saturday 7 March
- Round Two – Bathurst, Mount Panorama Mountain Straight – Sunday 8 March
- Round Three – Huntley (Dapto, near Wollongong) – Sunday 5 April
- Round Four – Kempsey – Sunday 3 May
- Round Five – Grafton- Sunday 7 June (Queen's Birthday long weekend)
- Round Six – Tamworth – Sunday 19 July
- Round Seven – Ringwood (Raymond Terrace, near Newcastle) – Sunday 9 August
- Round Eight – Canberra (SDMA) – Sunday 4 October (Labour Day long weekend)



## For Sale

### 2013 TOYOTA 86 GT

One owner. Only 35,000 km. Full dealer service history and stamped books. Extra 'between service' oil changes carried out.

Never been repaired as it has never been damaged.

Although this car has competed in hill climbs and supersprints, it has been driven very respectfully and with a great deal of vehicle sympathy.

The purchase will include 3 additional sets of wheels.

- 1 set factory GT 16 x 6.5 bare.
- 1 set factory GTS 17 x 7.0 with Hankook TD221 Soft compound semi slicks
- 1 set factory GTS 17 x 7.0 with Hankook TD221 Medium compound semi slicks
- 1 Subaru space saver spare in the boot.
- Numerous standard brake rotors, pads and brake lines.

The Type 1-2 allowable modifications include:

- DBA slotted rotors front and rear.
- DS2500 competition pads front and rear. High temp brake fluid.
- Braided brake lines.
- Exhaust headers with overpipe from Neal Bates. The rear of the exhaust system is left standard to keep the car civilised and very drivable on longer trips.
- TRW oil sump baffle.
- Master cylinder firewall bracing bracket.
- Strut tower brace.
- Whiteline front camber adjuster kit.
- Whiteline rear gearbox mount flex eliminator.
- K&N Hi Flow performance air filter.
- Whiteline rear stabiliser bar kit. (Brand new, not fitted)

This car is the current SDMA record holder for both 1 lap and 2 lap events in Type 1-2 1600-2000cc.

One lap: 47.26 3rd May 2015

Two lap: 83.28 7th Dec 2014

Outright FTD out of 30 cars during a 2 lap event on the 5th June 2016

In it's current state this car has also lapped:

- Wakefield Park in 1:10.3.
- Winton (Aus S/Sprint Champs) 1:40.7
- SMP Brabham circuit in 2:16.5
- SMP Gardner GP circuit in 1:51.9
- SMP Druitt South circuit in 1:03.9 (which was quicker than Rick Bates, Harry Bates and several other Hot Shoe drivers in fully race spec'd Toyota 86 Racing Series cars at an official SMP South Circuit test day)

This car is very easy to drive, fast or slow. It easily doubles as a daily commuter as well as a competitive and fun weekend vehicle. It runs like a Toyota and has never ever failed to proceed. It's cheap to run and requires minimal maintenance.

The car also requires no trailering to events as it will comfortably carry 4 track wheels/tyres, the spare wheel, a floor jack, tools, air pump, race gear, spare fuel, and of course, your trophies on the way home. All in one compact package.

### Price \$22,500 neg.

For further information please contact: John Ribeiro 0408699386

(I am reluctantly selling my beloved 86 to allow me to refurbish and be able to compete in my other 'love' my 1978 PRB Clubman.)





## 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](mailto: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	<a href="#">John Templeton</a>	0409 624 895
Vice President	<a href="#">Geoff Bassingthwaighte</a>	0408 481 506
Secretary	<a href="#">David Peisley</a>	0409 000 028
Treasurer	<a href="#">Alex Hitch</a>	
Public Officer	<a href="#">Geoff Bassingthwaighte</a>	0408 481 506
Club Captain	Mark Wyatt	
Point Scores	Dave King	
<b>Pre-event Secretary</b> (Queries regarding event entry should be directed to the Event Secretary listed in the Supplementary Regulations on the Entry Forms page)	<a href="#">Daniel Cummins</a>	
Facility Management	<a href="#">Col Merz</a>	
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	<a href="#">David Yates</a> <a href="#">Anthony Hyde</a>	0419 614 144 0429 470 104
NSW CAMS Representative	<a href="#">Bob Wootton</a>	
Magazine Editor	<a href="#">Colin Chandler</a>	

### 2020 Club Calendar - upcoming events

- |                           |                             |
|---------------------------|-----------------------------|
| ▪ <b>Saturday 4 April</b> | · Track maintenance         |
| ▪ <b>Sunday 5 April</b>   | · 2 lap HeartKids hillclimb |

## Current One Lap Records, post event 10 November 2019

Class	Driver	Car		Time	Date set	Status
Outright record	Malcolm Oastler	OMS 28		35.75	10 September 2017	current
Type 1/2 up to 1600cc	Joe Nathan	Toyota AE86		49.51	1 February 2015	current
Type 1/2 1601-2000cc	John Ribeiro	Toyota 86 GT		47.26	3 May 2015	current
Type 1/2 2001-3000cc	Stephen Delaney	Mazda RX8		48.66	5 March 2017	current
Type 1/2 over 3000cc	Reece McIntosh	BMW E46 M3		45.46	7 May 2017	current
Type 3 up to 1600cc	Brenton Desmond	Toyota Corolla		48.16	1 May 2016	current
Type 3 1601-2000cc	Daniel Burton	Honda Civic EK		44.98	19 October 2014	current
Type 3 2001-3000cc	Todd Wilson	Mazda RX7		47.03	3 August 2014	current
Type 3 over 3000cc	Brendan Coote	Peugeot 205GTi		46.22	20 September 2015	current
Type 4 up to 1600cc	Peter Browning	Mazda MX5		48.00	30 September 2007	current
Type 4 1601-2000cc	Paul Wyatt	Datsun 1200 coupe		47.26	20 November 2016	current
Type 4 2001-3000cc	Laurie Burton	Datsun 260Z		45.72	20 November 2016	current
Type 4 over 3000cc	Andrew Robertson	Nissan S13 200SX		45.51	20 November 2016	current
Type 5 up to 750cc	Steve Moxon	Axtell Suzuki		41.06	11 August 2013	current
Type 5 751-1300cc	Malcolm Oastler	Dallara F394		37.91	3 August 2014	current
Type 5 1301-2000cc	Colin Merz	Jacer F2K6 F. Vee		45.94	2 April 2017	current
Type 5 over 2000cc	Malcolm Oastler	OMS 28		35.75	10 September 2017	current
Type 6 up to 750cc						vacant
Type 6 751-1300cc	Mathew Jamieson	Diahatsu Charade/Moke		46.98	7 May 2017	current
Type 6 1301-2000cc						vacant
Type 6 over 2000cc	Kent Donally	Factory Five 818R		45.55	3 February 2019	current
Type AWD 1/2 up to 1600cc	Malcolm MacFarlane	Corolla SR5		58.39	23 September 2012	current
Type AWD 1/2 1601-2000cc	Mark Powley	Subaru RS		53.26	14 October 2018	current
Type AWD 1/2 2001-3000cc	Reece McIntosh	Volkswagen Bora VR6		50.58	13 October 2019	current
Type AWD 1/2 over 3000cc	Andrew Copley	Nissan R35 GTR		45.95	16 October 2016	current
Type AWD/SV 3 up to 1600cc	Jeffrey Nichols	Westfield SE clubman		46.10	5 May 2019	current
Type AWD/SV 3 1601-2000cc	Andrew Lombe	Caterham Super 7		52.43	9 February 2014	current
Type AWD/SV 3 2001-3000cc	Mal Dunning	MD7 clubman		46.31	20 September 2015	current
Type AWD/SV 3 over 3000cc	Reece McIntosh	Audi TTRS		43.74	10 November 2019	current
Type AWD/SV 4 up to 1600cc	Zac Le Leivre	Westfield Megabusa		41.45	15 October 2017	current
Type AWD/SV 4 1601-2000cc	David Pattie	Fraser clubman		45.74	3 May 2015	current
Type AWD/SV 4 2001-3000cc						vacant
Type AWD/SV 4 over 3000cc	Michael Harding	Subaru Impreza WRX		44.18	10 November 2019	current
Alternative energy/ electric vehicles	Phil Pratt	Hooper 2C Sports		44.54	5 February 2017	current






## Current Two Lap Records, post event 2 June 2019

Class	Driver	Car	Time	Date set	Status
Outright record	Tim Edmondson	Gould GR55B	71.95	14 June 2015	current
Type 1/2 up to 1600cc	Joe Nathan	Toyota AE86	87.74	14 June 2015	current
Type 1/2 1601-2000cc	John Ribeiro	Toyota 86GT	83.28	7 December 2014	current
Type 1/2 2001-3000cc	Stephen Delaney	Mazda RX8	84.75	22 March 2015	current
Type 1/2 over 3000cc	Reece McIntosh	BMW M2	80.18	14 April 2019	current
Type 3 up to 1600cc	Brenton Desmond	Toyota Corolla	84.94	22 November 2015	current
Type 3 1601-2000cc	Daniel Burton	Honda Civic	82.38	23 June 2013	current
Type 3 2001-3000cc	Joe Nathan	Toyota AE86	82.09	22 November 2015	current
Type 3 over 3000cc	Michael Nordsvan	Mazda RX7 (T)	79.83	20 May 2007	current
Type 4 up to 1600cc	Matthew Scott	Lotus Elise	84.76	23 February 2014	current
Type 4 1601-2000cc	Colin Scott	Fiat X19	81.87	1 August 2004	current
Type 4 2001-3000cc	Laurie Burton	Datsun 260Z	80.98	4 June 2017	current
Type 4 over 3000cc	Daniel Burton	Honda S2000	78.38	4 June 2017	current
Type 5 up to 750cc	Steve Moxon	Axtell Suzuki	73.66	24 November 2013	current
Type 5 751-1300cc	Phil Pratt	Trojan 2	78.24	14 June 2015	current
Type 5 1301-2000cc	Colin Merz	Jacer 99 Formula Vee	81.06	4 June 2017	current
Type 5 over 2000cc	Tim Edmondson	Gould GR55B	71.95	14 June 2015	current
Type 6 up to 750cc					vacant
Type 6 751-1300cc	Mathew Jamieson	Diahatsu Charade/ Moke	83.73	4 June 2017	current
Type 6 1301-2000cc					vacant
Type 6 over 2000cc	Kent Donnaly	Factory 818R	80.48	14 April 2019	current
Type AWD 1/2 up to 1600cc	Malcolm Macfarlane	Toyota Corolla SR5	100.94	26 August 2012	current
Type AWD 1/2 1601-2000cc	Mark Powley	Subaru RS	93.11	3 June 2018	current
Type AWD 1/2 2001-3000cc	Kelly DeBono	Subaru RS Impreza	101.42	26 August 2012	current
Type AWD 1/2 over 3000cc	Colin Chandler	VW Golf	83.47	3 June 2018	current
Type AWD/SV 3 up to 1600cc	Jeff Nichols	Westfield SE clubman	80.97	3 June 2018	current
Type AWD/SV 3 1601-2000cc	Paul Finch	PRB clubman	80.01	8 April 2018	current
Type AWD/SV 3 2001-3000cc	Mal Dunning	MD7 clubman	81.53	7 December 2014	current
Type AWD/SV 3 over 3000cc	David Isaacs	Mitsubishi Evo V	77.99	21 February 2016	current
Type AWD/SV 4 up to 1600cc	Zac Le Lievre	Westfield Megabus	73.08	8 April 2018	current
Type AWD/SV 4 1601-2000cc	David Pattie	Fraser clubman	80.72	22 November 2015	current
Type AWD/SV 4 2001-3000cc					vacant
Type AWD/SV 4 over 3000cc	Brett Jorgensen	Mitsubishi Evo 7	78.01	2 June 2019	provisional
Alternate energy/electric vehicles	Phil Pratt	Hooper sports	79.64	4 June 2017	current

'Provisional' until next meeting, unless protested

## 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



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