



OVER *the* HILL

Southern District Motorsports Association, PO Box 1484, QUEANBEYAN NSW 2620 Email: secretary@sdmahillclimb.com

December 2022



PRESIDENT'S REPORT

This is a very short President's Report to, first, say thank you to everyone who worked so hard throughout 2022 so that SDMA could stage 11 very successful hillclimbs. The club has had a good year, with great events and lots of fun.

But these achievements aren't the result of magic. We have a team of dedicated members who give up their time to work on the day – and to work for weeks before the day – to make sure every event is well planned and professionally run so that competitors and spectators really enjoy themselves.

Success doesn't happen without a tremendous amount of effort before and during the event.

So to everyone who has helped out during the year: Thank You, Thank You a thousand times.

And, second, I hope all club members have a happy, relaxing and safe holiday season and that the time spent with families and friends is an enjoyable and refreshing way to end the year.

I hope 2023 is a good year for all of us personally and for the club collectively.

Merry Christmas and Happy New Year!

John



**FIRST EVENT IN 2023:
SUNDAY 5 FEBRUARY**



Don't forget: the first event for 2023 is a one lap club hillclimb on Sunday 5 February. This will be the first round of the 2023 ACT HillClimb Championship.

We hope to open entries mid to late January but the normal arrangements (*a 24 hour advance notice e-mail and Facebook post before the On-Line Entry System opens and then an e-mail and Facebook post when the system does open*) will happen.

The 2023 SDMA Calendar is on the club website (<https://www.sdmahillclimb.com.au/test-calendar>) and will be included in each issue of *Over The Hill*.

There may be changes during the year if circumstances alter. If there are changes, the calendar will be updated in the next issue of *Over The Hill* and on the website. So please check the calendar each month when *OTH* is published.



A REMINDER: NOISE LIMITS CHANGE IN 2023

From the first event next year (Sunday 6 February) the maximum vehicle noise limit (as measured at the noise meter) will drop from 87 dBA to 85 dBA.

This won't affect many competitors but it will mean that a few will need to modify their vehicles before that first round in 2023.

If you think you may be affected you should make the necessary changes as soon as you can.

There won't be any allowances in the Supplementary Regulations for excessive noise at events in 2023. If you exceed 85dBA you will have to make a physical change to your vehicle and obtain the approval of the Chief Scrutineer and the Clerk of the Course before you can run again – if you are still over the limit unfortunately that's it for the day.

How well we manage the noise created at the track is critical to the club's future. As has previously been explained many times in *Over The Hill*, SDMA operates under an ACT Government noise management authorisation that covers the whole Fairbairn Park motorsport precinct. The authorisation limits the amount of noise that can be generated, how often events can be held and for how long. It is the foundation of all our planning.

Calculating the amount and impact of the noise generated is complex and is more than just the data produced by the sound meter at the track. It involves measuring at the track and further measurement and impact monitoring at a compliance site in Queanbeyan, about a kilometre to the east of the track. The two sets of data establish a relationship which determines the overall impact of the noise that has been created.

SDMA monitors noise at each event and noise will be limited to 85dBA at the sound meter to ensure the noise at the compliance site doesn't exceed 50dBA (as allowed for by the use of 1 noise credit).

CHANGES TO SDMA TYPES AND CLASSES

SDMA's vehicle Type and Class structure will change from the beginning of 2023.

The new arrangements will better suit the types of cars that are competing in SDMA events and are more broadly consistent with *Motorsport Australia* classifications and categories.

We will no longer have Types and Classes, which were often confusing. **From 1 January 2023 we will have only Classes**, split into *Road Classes*, for primarily road registered or road registrable vehicles, or *Track Classes*, for purpose built race cars or vehicles so heavily modified as to not be able to be road registered.

There will be **five Road Classes** (*Class A to Class E*) and **three Track Classes** (*Class F to Class H*). **Each Class will have four engine capacity-determined subclasses.**

The new structure is set out in the table below. The final column in the table shows which current Types each new Class replaces.

Full details of the new Classes are on the club website (www.sdmahillclimb.com.au). Click on either 'Competitors' tab on the home page, then click on the 'Vehicle Classes' tab and then click on the 'Full Class Descriptions' tab.

Class	Capacity (Note 1)				Replaces
Class A Road - 2WD Level 1	0 - 1600	1601 - 2000	2001 - 3000	Over 3000	Types 1 & 2
Class B Road - 2WD Level 2	0 - 1600	1601 - 2000	2001 - 3000	Over 3000	Type 3
Class C Road - AWD Level 1	0 - 1600	1601 - 2000	2001 - 3000	Over 3000	Types AWD - 1 & 2
Class D Road - AWD Level 2	0 - 1600	1601 - 2000	2001 - 3000	Over 3000	Type AWD - 3
Class E Road - SV Level 1	0 - 1600	1601 - 2000	2001 - 3000	Over 3000	Types SV 1, 2 & 3
Class F Track - Sports Sedan	0 - 1600	1601 - 2000	2001 - 3000	Over 3000	Type 4
Class G Track - Sports Racing	0 - 750	751 - 1300	1301 - 2000	Over 2000	Type 6
Class H Track - Open Wheeler	0 - 750	751 - 1300	1301 - 2000	Over 2000	Type 5

Some important things to note

1. Engine capacity calculations

Multipliers apply to rotary engines and turbo/supercharged engines to calculate effective capacity for classification purposes:

- Petrol turbo/supercharged have the engine capacity multiplied by 1.7
- Diesel turbo/supercharged have the engine capacity multiplied by 1.5

CHANGES TO SDMA TYPES AND CLASSES (continued)

- Rotaries have the engine capacity multiplied by 1.8.
- Turbo/supercharged rotaries have the engine capacity multiplied by 1.8 then 1.7 (net multiplier equals 3.06)

Examples:

- 2 litre petrol motor with a turbo/supercharger is $2000\text{cc} \times 1.7 = 3400\text{cc}$.
- 13B rotary is $1308\text{cc} \times 1.8 = 2354.4\text{cc}$
- 13B rotary with a turbo/supercharger is $1308\text{cc} \times 1.8 \times 1.7 = 4002.48\text{cc}$

2. Classes A - E road registered/road registrable vehicles must use road tyres.

“Road tyres” must be commercially available and do NOT include Racing tyres (including slicks or wets) specifically marked as being illegal or unsafe/unsuitable for road use, such as: “For Racing Only” or “Not for Highway Use”. It should be noted that Nitto uses a term “Recommended for competition use only”. This is not considered by SDMA to be a specific exclusion from road use.

3. Vehicles classed as “Exotic” under the *Motorsport Australia* definition (ie purchase price) are not eligible for Classes A –D.

4. Classes E and F may be AWD.

5. Vehicles must be entered in the first class that they comply with.

If a car complies with Class A requirements it must be entered as Class A and cannot be entered in Class B, C, D, E, F, G or H.

Full details of the new Classes are on the club website (www.sdmahillclimb.com.au). Click on either *Competitors* tab on the home page, then click on the *Vehicle Classes* tab and then click on the *Full Class Descriptions* tab.



SDMA CHRISTMAS PARTY AND AWARDS PRESENTATION

The club Christmas Party and Awards Presentation on 4 December marked the end of 2022 so far as hillclimbing was concerned and very cheerful gathering at the suitably Christmas decorated *Pit Stop Café* celebrated the year.

First things first and a lovely lunch was served, with a main course of chicken, turkey and ham with accompanying salads. For those with a sweet outlook on life, there was plenty of Christmas pudding and custard. All in all, a very enjoyable way to end 2022 and to usher in Christmas and New Year.

Many thanks to Col and Julie Merz, Geoff and Kim Bassingthwaighe, Henry and Liz Hillhorst and Pam Masters for organising a relaxing and delicious lunch and decorating the *PitStop*.





FAIRBAIRN PARK HILLCLIMB CIRCUIT

2022 CHAMPIONSHIP AWARDS

The 2022 ACT HillClimb Champion is Iain Chandler, with 82 points after a successful year in the GR Yaris.

Runner up is Pedro Hietanen in the 2C Supersports Clubman with 80 points. Third is Alex Finch in the Mitsubishi Lancer with 75 points.

CONGRATULATIONS IAIN, PEDRO AND ALEX!

The *Championship Female Driver Award* went to **Rebecca De Vries** and the *Championship Junior Driver Award* went to **Andrew Ericson**

Individual Championship Class winners are:

- Type 1/2 up to 1600cc Martin Crombie.....Holden Gemini
- Type 1/2 2001-3000cc Steven French.....Mazda MX5
- Type 1/2 2001-3000cc Alex FinchMitsubishi Lancer
- Type 1/2 over 3000cc David Deaves.....HSV GenF GTS
- Type 3 up to 1600cc Mark SuineFiat X19
- Type 3 1601-2000cc Jon Harrison.....Renault Clio
- Type 3 2001-3000cc Todd Wilson.....Mazda RX7
- Type 3 over 3000cc David Leaney.....Lotus Evora 410
- Type 4 1601-2000cc Donovan SuineAlfa 147
- Type 4 2001-3000cc Tony de Vries.....Toyota XT
- Type 5 1301-2000cc Bohun Martin.....BMR Genesis R
- Type 6 1301-2000cc Pedro Hietanen.....2C Supersports Clubman
- Type AWD 1/2 2001-3000cc Colin Chandler.....Toyota Yaris GR
- Type AWD 1/2 over 3000cc Stewart Weigand.....Ford Focus RS
- Type AWD/SV 3 2001-3000cc Warren Spires.....Toyota Yaris GR
- Type AWD/SV 3 over 3000cc Matthew Brown.....Audi RS4
- Type AWD/SV 4 up to 1600cc Jeff Nichols.....Westfield SE Clubman

SDMA PERPETUAL TROPHIES

The club has three perpetual trophies which are awarded most years. They are the SDMA Club Member of the Year; the Beb Fox Award for Engineering Excellence; and the John Philip Award for Best Presented Vehicle.

SDMA CLUB MEMBER OF THE YEAR

The 2022 winner is **Celeste Oringo**, who this year made another outstanding contribution to the club. Celeste is our main Event Secretary, supported by Dave Peisley as Assistant Event Secretary and Daniel Cummins as Pre-Event Secretary.

Managing an event involves a lot of work for the Event Secretary: coordinating the *Motorsport Australia* (MA) paperwork (particularly the Event Permit without which we can't hold a hillclimb); working with Chris Hardy to ensure the club On-Line Entry System is managed in way which gives equal access to all club members; checking the details of all competitor entries and chasing up outstanding details; working on the day with Clerk(s) of Course and *Motorsport Australia* stewards; and making sure that the necessary post event paperwork goes to MA. It requires great patience, attention to detail and a good sense of humour. Celeste has those qualities in abundance.

As well, Celeste manages the club's social media presence, with particular focus on the club Facebook page. And she is often the 'go to' person for many other tasks and problems which appear from nowhere, and which generally needed to be done yesterday.

Celeste handles that diverse and, at times, strange load with great skill and effectiveness. And she is also able occasionally to compete in events, sharing a Mitsubishi Lancer with partner Alex Finch in Type 1/2 2001-3000cc.

This is the second time Celeste has won the SDMA Club Member of the Year award and she has truly earned the appreciation and congratulations that go with the trophy. Many thanks Celeste!



SDMA PERPETUAL

BEB FOX MEMORIAL AWARD FOR ENGINEERING EXCELLENCE

The Beb Fox Award is in memory of a highly respected and much admired foundation member of SDMA. Beb was a keen competitor, a wise scrutineer and a very supportive mentor to new members, often helping them develop their cars by using his machining skills to make parts no longer available for classic vehicles.

The award is recommended by the Chief Scrutineer and is for the club member who has dedicated time and research to developing and improving the mechanics and drivability of an older vehicle, through changes such as better handling, braking and engine performance.

Anthony's recommendation for 2022 is Sean Martin and his wife Simone for the work they have put into their 1999 British racing green Mazda MX5 Turbo

Sean has developed the car by fitting the turbo, high flow injectors, adjustable suspension, upgraded sway bars, engine mounts, a limited slip diff and converting the gearbox from 5-speed to 6 speed. He also squeezed in some ECU work and fitted 8" rims and tyres. Sean's MX5 is a worthy winner of the Beb Fox Memorial Award.



JOHN PHILIP MEMORIAL AWARD FOR BEST PRESENTED VEHICLE

This award is in memory of John Philip, who raced at SDMA events in an always superbly presented lightweight yellow Porsche 911, which had fibreglass panels and doors and a big four litre engine. John ran a paint and panel shop in Queanbeyan and, not surprisingly, the 911 was always immaculately prepared and a joy to behold.

The award is also recommended by the Chief Scrutineer and is for the member who has presented a vehicle to an exceptional standard. The 2022 winner is Donovan Suine.

Donovan has repaired a rare 1989 Lancia Delta Integrale and what's extra special is that it's a Group A homologation model with all the fruit. The engine has all the desirable features: two litre, turbo, 16 valve head and twin cams. The car has a 5-speed manual gearbox and AWD via a Torsen differential system.

The colour is Metallic Nero hard black and the interior is original with a lovely fabric. Donovan has used his technical skills to repair a damaged vehicle that is now exceptionally well presented and a worthy winner of the John Philip Memorial Award.



WELL DESERVED THANKS TO TWO GREAT CONTRIBUTORS -

HENRY AND ELIZABETH HILHORST

At the Christmas party, the club gave Life Membership awards to two stalwarts of SDMA - Henry and Elizabeth Hilhorst.

It was very fitting recognition of their enormous contributions over 20 years to the growth of the club, the track and the facilities. It was the club's way of saying 'Thank You' for the part Liz and Henry have played in the success of SDMA, both through their work on the committee and on event days.

The Hilhorst family joined SDMA in 2003 and from their earliest involvement Henry and Liz were significant practical contributors to the club, often sharing committee roles as a family unit. For many years they jointly produced *Over The Hill*, at a time when the task involved not only finding the text and pictures, but physically printing the magazine and folding, stapling, addressing and posting each issue to members. It was a time consuming, laborious job which came round every month and was very important to the club because *OTH* at that time was a principal means of communication to members about what was happening in SDMA.

They also jointly took on the role of membership secretary for many years and Henry was president for one year. They remain committee members, with Henry taking on the role of developing SDMA's response to the rapidly changing *Motorsport Australia* safety requirements so that electric vehicles can be safely managed when competing in club hillclimbs.

When they joined the club Henry and son Mark competed in a Formula Vee and numerous Peugeots. Henry eventually retired the Vee and acquired a very neat Mazda MX 5 but it fell victim to the great Canberra hailstorm of 2020 and it, too, had to be retired.

On event days, Liz has been a key member of the *PitStop* café team while Henry has always stood ready to be a flag marshal, chock or whatever job the Clerk of Course needed done. In recent years he has become one of the club's principal *Motorsport Australia* licenced Fire and Recovery marshal.

Henry, accompanied by one or both of the family's beloved corgis (Huw and Georgie), is always among the first (if not the first) to arrive at the Saturday working bees that prepare the track and facilities before every event.

To Henry and Elizabeth, the club says we thank you for your friendship, we value enormously all that you have done for SDMA and these Life Membership awards are small tokens of that appreciation.



2023 SDMA CALENDAR

The calendar for next year has 11 events (12 if you count the half day practice session the day before the 8 October one lapper), including two lap events in June and November.

We are not hosting a round of the NSW HillClimb Championship so that means **there will be nine rounds of the ACT HillClimb Championship.**

The first event is Sunday 5 February and the last is Sunday 19 November. There is no event in July.

Elsewhere in this issue of *Over The Hill* there are important stories which affect all events next year:

- The noise limit for club events has been reduced from 87 dB to 85 dB;
- The Type and Class structure has been revised to eliminate some incongruities and to bring our Types and Classes more closely in line with *MotorSport Australia* categories; and
- We will no longer be awarding prizes at events for the Fastest Female Competitor and the Fastest Junior Competitor. Instead there will be an award for the Fastest New Competitor at each event, new competitors being defined as members who have taken part in fewer than five events.

These changes all come into effect from the first round next year.

The calendar will be published in every issue of *Over The Hill* in 2023. There may be changes during the year if circumstances alter. If there are changes, the calendar will be updated in the next issue of *Over The Hill*. So please check the calendar each month when *OTH* is published.

As at December 2022, the 2023 calendar is on the next page.

SDMA 2023 CALENDAR at December 2022

The calendar may change. Check the club website (www.sdmahillclimb.com.au) and keep up with latest club news in *Over The Hill* and on the club [Facebook](#) page.

MONTH	EVENT(S)	TRACK PREPARATION	NOTES
FEBRUARY	Sunday 5th (1st Sunday) One lap hillclimb	Saturday 4th	Committee meeting Tuesday 31st January
MARCH	Sunday 5th (1st Sunday) One lap hillclimb	Saturday 4th	Committee meeting Tuesday 15th Canberra Day 13th
APRIL	Sunday 2nd (1st Sunday) One lap hillclimb	Saturday 1st	Committee meeting Tuesday 11th Easter 7th - 10th Anzac Day 25th
MAY	Sunday 7th (1st Sunday) One lap hillclimb	Saturday 6th	Committee meeting Tuesday 9th Reconciliation Day 29th
JUNE	Sunday 4th (1st Sunday) ***Two lap hillclimb***	Saturday 3rd	Committee meeting Tuesday 13th King's Birthday 12th
AUGUST	Sunday 6th (1st Sunday) One lap hillclimb	Saturday 5th	Committee meeting Tuesday 8th
SEPTEMBER	Sunday 10th (2nd Sunday) One lap hillclimb	Saturday 9th	Committee meeting Tuesday 12th
OCTOBER	Saturday 7th Practice: 12pm – 4pm Sunday 8th (2nd Sunday) One lap hillclimb Sunday 22nd (4th Sunday) One lap hillclimb	Saturday 7th (morning) Saturday 21st	Committee meeting Tuesday 11th Labour Day Monday 2nd
NOVEMBER	Sunday 5th (1st Sunday) ***Two lap hillclimb*** Sunday 19th (3rd Sunday) One lap hillclimb	Saturday 4th Saturday 18th	Committee meeting Tuesday 14th
DECEMBER	Sunday 3rd December Christmas Party and Awards Presentation (1st Sunday)		

TRACK REFRESH - HELP NEEDED!

Please Help Us Improve Our Track Facilities!

The constant rain in 2022 disrupted our track/facility maintenance and improvement programs.

So over the coming weeks and months we hope to have some special working bees (weather permitting!!) to make up some of the lost time. We'd really like to have our pride and joy looking fresh for 2023!

For a start, we have a lot of painting to do. The *Pit Stop Cafe*, the main toilet block, the armco at the starting pad, the flag point shelters and the ripple strips on the track all need more than a lick of paint.

And there are other jobs as well.

So if you see an e-mail or Facebook post about a working bee, please try to help out. Even if it's only for an hour or two, every pair of hands will make a difference.





EVENT REPORT – CLUB ONE LAP HILLCLIMB - SUNDAY 20 NOVEMBER 2022 Round 8 of the ACT Hillclimb Championship

The day was fine but blustery despite less than promising forecasts and 59 competitors lined up for the final round of the 2022 ACT HillClimb Championship. The winds, which did the right thing by blowing away ominous rain clouds which appeared from time to time, unfortunately also caused some delays by blowing the occasional leaf, insect or other tiny object across the timing beams requiring a number of reruns because of the sensitivity of our timing system. That's the downside of 1/1000th of a second accuracy.

Quite a few first-time competitors took part and a number of "old" (not in years) members also turned out in different cars so there was a lot to see that was new. The competition, as ever, was intense as everyone took the opportunity to try to end 2022 with a good time.

One new record was set, by Iain Chandler in his Toyota Yaris GR competing in Type AWD/SV3 2001-3000cc, but it was set in spectacular fashion. Iain set the previous record of 46.00 seconds in the October club event, but lowered that mark in four of his five runs. The final result was a record of 45.76 seconds set on Iain's third run.

Fastest Time of the Day went to Matthew Brown in the red Audi RS4 competing in Type AWD/SV3 over 3000cc who achieved 43.95 seconds, also on his third run. **Fastest Junior Driver was Andrew Ericson** in Type 1/2 up to 1600cc who took the Suzuki Swift he shares with his father round on his last run in 51.41 seconds, to also come second in class. **Fastest Female Driver was Celeste Oringo** in the Mitsubishi Lancer in Type 1/2 2001-3000cc with a time of 52.56 seconds.





The full list of class winners is

- Type 1/2 up to 1600cc Jamie Ericson (Suzuki Swift)51.32 seconds
- Type 1/2 1601-2000cc Sean Littlejohn (Honda Integra)52.85 seconds
- Type 1/2 2001-3000cc Alex Finch (Mitsubishi Lancer)51.21 seconds
- Type 1/2 over 3000cc David Deaves (HSV GenF GTS)47.98 seconds
- Type 3 up to 1600cc Haemesh Catterall (Honda S660)52.95 seconds
- Type 3 1601-2000cc Bryan Fitzpatrick (Renault Clio).....45.85 seconds
- Type 3 2001-3000cc Toby Wilson (Mazda RX7)49.78 seconds
- Type 3 over 3000cc David Leaney (Lotus Evora 410)47.65 seconds
- Type 4 1601-2000cc Donovan Suine (Alfa 147).....50.93 seconds
- Type 5 751-1300cc Searle Courtwright (Talbot 184)44.79 seconds
- Type 6 1301-2000cc Pedro Hietanen (TBC Supersports)44.86 seconds
- Type 6 over 2000cc Peter Weatherall (Mazda B2200).....60.06 seconds
- Type AWD 1/2 2001-3000cc Colin Chandler (Toyota GR Yaris).....48.16 seconds
- Type AWD 1/2 over 3000cc Stewart Weigand (Ford Focus RS)46.67 seconds
- Type AWD/SV3 2001-3000cc Iain Chandler (Toyota GR Yaris)45.76 seconds
- Type AWD SV3 over 3000cc Matthew Brown (Audi RS4)43.95 seconds
- Type AWD SV4 up to 1600cc Jeff Nichols (Westfield Clubman)45.28 seconds





Complete final results are available on the club website, through the Results tab at the top of the homepage. The results shown there are the official times for the event.

Many thanks once again to our officials who made this day the success it was and thanks, a thousand thanks, to all the officials throughout 2022 who turned out, event after event, to make our hillclimbs go so well.

We could not run events without that team of dedicated, committed people who spend their day working to ensure that others have a fun time. Thank you one and all!!!!

Chief Scrutineer's Report - 20 November Event

A full field again shows the desire in the Canberra community to race at our hillclimb circuit and the steady stream of first time competitors throughout the year also bodes well for the club.



14 vehicles were inspected under the club's managed scrutineering program and the standard was very good. My award for the day goes to Haemesh Catterall in his light blue, small two-door imported Honda S660 which is in exceptional condition.

During the summer holiday break, dedicate some time to service your vehicle with a brake pad check, flush the brake and clutch hydraulics, check the extinguisher date (3 years) and harness expiry date, attend to any sign of an oil leak and update your muffler efficiency to further reduce noise as the club has moved from 87dBA at 30 metres to 85dBA for 2023.

This is the last report of 2022, so I would like to thank fellow scrutineers Ed Goncalves and Mark Wyatt for their assistance during the year.



Anthony Hyde

EASING OF COVID RESTRICTIONS

The ACT Government eased COVID restrictions so it is no longer mandatory for people coming to hillclimbs (drivers, pit crews, officials or spectators) to check in electronically using the *Check In CBR* app and QR code.

SDMA encourages everyone to follow general community COVID precautions such as observing social distancing, using hand sanitiser when appropriate and wearing masks if they wish. These general precautions are set out in the revised *SDMA COVID-19 Conditions of Entry*, which are displayed at both entrances to the track (competitors and spectators) and around the central *Pit Stop Café* area.



SDMA SCRUTINEERING ARRANGEMENTS

1. Before COVID-19, SDMA practice was that every car was scrutineered before every event.
2. Motorsport Australia's 'Return To Race' COVID management policies stopped physical scrutineering of vehicles at events. Instead competitors are required to complete an on-line self-scrutiny declaration when submitting an event entry.
 - Because of concerns about the time between a competitor completing the on-line self-scrutiny form at time of entry and their vehicle lining up at an event, SDMA developed the SDMA Statement of Vehicle Compliance, which competitors must hand in on arrival at the track on the day of the event. It requires the competitor to confirm that they have examined their vehicle in the 72 hours before the event and certify that it still meets the standards set out in the on-line self-scrutiny declaration.
3. COVID restrictions have eased but SDMA has not returned to an 'every car, every event' approach. Instead, SDMA has adopted the following scrutineering policy:

On-Line Entry

- (1). Only on-line entries are accepted. This is no change from pre-COVID.
- (2). Competitors are required to complete the **Motorsport Australia on-line self-scrutiny declaration** when submitting an entry.
- (3). Competitors are required to complete the **SDMA Statement of Vehicle Compliance** and hand it in when arriving at the track on the day of the event.

Before the Event starts

- (1). Any **vehicle** entered for the first time will be scrutineered in the Scrutineering Bay before the event starts. This applies even if the driver has competed previously.
- (2). Any **driver** competing for the first time must take their vehicle to the Scrutineering Bay to be scrutineered before the event starts. This applies even if the vehicle has competed at the hillclimb before.
Before an event, the Event Secretary and Chief Scrutineer will identify the vehicles to be scrutineered under (1) and (2).
- (3). In addition to vehicles checked under (1) and (2) above, 10 per cent of total entries will be scrutineered before the event starts. The aim is that every regularly entered car will be physically scrutineered at least once a year.
Before an event, the Chief Scrutineer will decide the vehicles to scrutineered under (3).

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

At scrutineering, drivers will be responsible for opening doors, bonnets, boots etc.

PPE (principally, but not only, disposable gloves and masks) will be provided for scrutineers.

During the Event

- (1). Any vehicle which activates the noise meter must be physically scrutineered before being allowed to compete again.
- (2). The Clerk of Course or the Chief Scrutineer (or the Chief Scrutineer's delegate) can require any vehicle to be physically scrutineered.
- (3). Random checks of driver apparel (principally helmets) can be done at any time.

January 2022

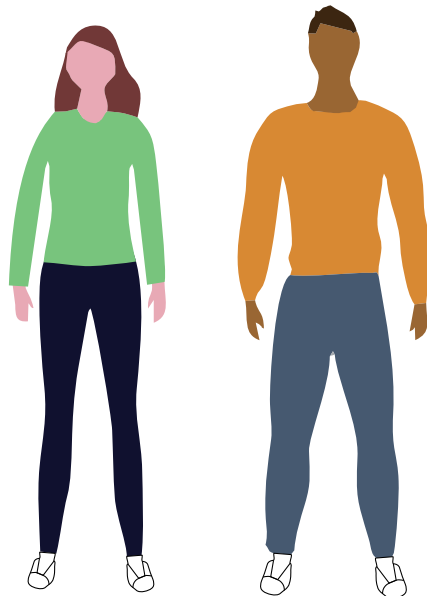
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REMINDERS FOR ALL HILLCLIMB ENTRANTS

- **You must be a current financial member of SDMA to compete.** If your membership has expired please contact the Membership Secretary, Ross Samuelson, at sdmamembership20@gmail.com. For 2022, membership is \$55 for individuals and \$75 for families.
- **You must have a current Motorsport Australia (MA) Speed licence** to compete.
- **You must have, and use, a Motorsport Australia approved safety helmet** (see the “Competitors’ Information” section of the club website <https://www.sdmahillclimb.com.au/competitors> for details of approved types).
- **Your vehicle must be roadworthy and safe to compete** and meet the safety requirements set out in the “Competitors’ Information” section of the club website <https://www.sdmahillclimb.com.au/competitors>.
- **Drivers must wear long trousers (no shorts) and long sleeved shirts made from a natural fibre such as cotton (no tee shirts), and enclosed footwear.** Any clothing, including footwear, made of flammable synthetic material, such as nylon for example, is not acceptable.



- **If your car has a Motorsport Australia logbook you must have, and must use, a Motorsport Australia compliant frontal head restraint (FHR),** previously known as a HANS device.
 - *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 Motorsport Australia logbook.*
- **You will need to provide your own COVID personal protective equipment** such as hand sanitiser, disposable gloves and face masks (if you want to wear one). There are hand sanitising stations around the track..

SDMA 2022-2023 COMMITTEE

President:.....John Templeton

president@sdmahillclimb.com

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

Secretary:.....Dave Peisley

secretary@sdmahillclimb.com

Treasurer:.....Vacant

treasurer@sdmahillclimb.com

Point Scores:.....David King

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

Publicity/Media Officer:.....Celeste Oringo

Membership Secretary:.....Ross Samuelson

sdmamembership20@gmail.com

General Members

- Colin Merz,
- David Yates,
- Henry Hillhorst,
- Harry Katsanevas,
- Warren Spires,
- Celeste Oringo,
- Daniel Cummins,
- Zac Le Lievre,
- Anthony Hyde,
- Rohan Thatcher,
- McKelvy Reed,
- Martin Crombie,
- Matt Brown.

Some general committee members have specific roles:

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

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

sdma.newsletter@tricipics.net

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**

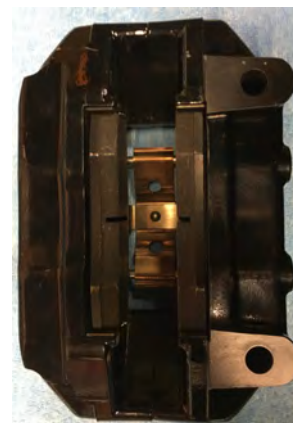
Contact **Henry** 0421 677 951 or in the pits.



For Sale - BREMBO Calipers - 4 piston

One pair, new and unused, radial mount style, pads fitted, suits a brake disc diameter of up to 357mm and 28mm thick. Pics are of the actual caliper. Seeking **\$1,600**.

Contact **Mark** on 0411 101 649



WEAR YOUR CLUB COLOURS ON YOUR SLEEVE, OR YOUR MUG, OR YOUR LAPTOP...

Let everyone know you're a proud SDMA member!

The club has partnered with **Redbubble**, a print on demand website which makes clothing and other merchandise in Australia, to offer a range of items branded with SDMA logos and insignia.

There are 35 items on offer, ranging from Tee shirts, hoodies and sweaters to mugs, laptop sleeves, tote bags and aprons.

And they're all now available online at www.redbubble.com/people/SDMA-Hillclimb. Just click on the 'Shop all products' tab.

The club receives a percentage of all purchases made, so if you head over to the site the next time you're looking to update your wardrobe or thinking about gifts, you'll also be supporting SDMA.

The jumpers and long sleeve shirts are suitable for motorsport use so help yourself and the club at the same time!

