



# OVER *the* HILL



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

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

March 2022

## PRESIDENT'S REPORT



Our first hillclimb for the year was a great success, with a close to full (59 of a possible 60) field and bigger than usual spectator crowds. (There's a complete report later in this issue.) This Sunday's hillclimb is also close to fully booked (57 out of 60 at the time of writing) so 2022 should be another good year for the club.

We have a busy calendar and I hope everyone enjoys close, competitive motorsport during the year. Through *Over The Hill*, the club Facebook page and the club website we try to keep everyone informed about the results and the atmosphere of each day's competition so that club members who aren't able to get to particular events can still find out what happened.

*Over The Hill* is sent out to members at the beginning of each month and its main objectives are to inform club members about what happened at the last event, what's on the program for the next event and other important club activities such as an upcoming Annual General Meeting. We try to ensure that information members may need is readily available and easily explained so that the focus on hillclimb day is on enjoying the day and the fun. During the last two pandemic years, a high priority has been providing up-to-date information on ever-changing COVID restrictions and requirements for drivers, pit crew, officials and spectators. That's been challenging at times.

It would be great, however, if *Over The Hill* was more than just a workmanlike information bulletin. It would be much more interesting and enjoyable if it had articles in it from club members about their different

motorsport experiences, their motorsport hopes and even their motorsport ambitions. We've been fortunate in the past to have had good stories about, for example, the fun of competing in the NSW HillClimb Championship and the sentimental tale of a Canberra-built hillclimb car coming back home to race again at Fairbairn Park after more than 30 years exile in South Australia. I think everyone would appreciate reading more stories like these.

SDMA has many interesting people with varied life experiences and entertaining stories to tell about cars and motorsport. So let's tell them. Club members would like to hear them, whether they're cautionary tales or fond reminiscing. So can I ask budding writers, or members who would just like to share a story, to put pen to paper (I know that's very 19th century – not even 20th century) and send the result to Colin Chandler, the editor of *Over The Hill*, at [sdma.newsletter@tricipics.net](mailto:sdma.newsletter@tricipics.net).

They don't have to be just about hillclimbing: any funny/interesting motorsport-related experiences or tales, from Australia or anywhere in the world, are worth sharing. They don't even have to be in words: the maxim that a picture is worth a thousand words still holds true.

So can I encourage club members to help make *Over The Hill* more varied and a bit more fun. I think we'd all enjoy that.

*John*

# PLACES STILL AVAILABLE FOR THIS SUNDAY'S HILLCLIMB!!

At the time we are preparing this issue of *Over The Hill*, there are still 3 spots available for this Sunday's hillclimb.

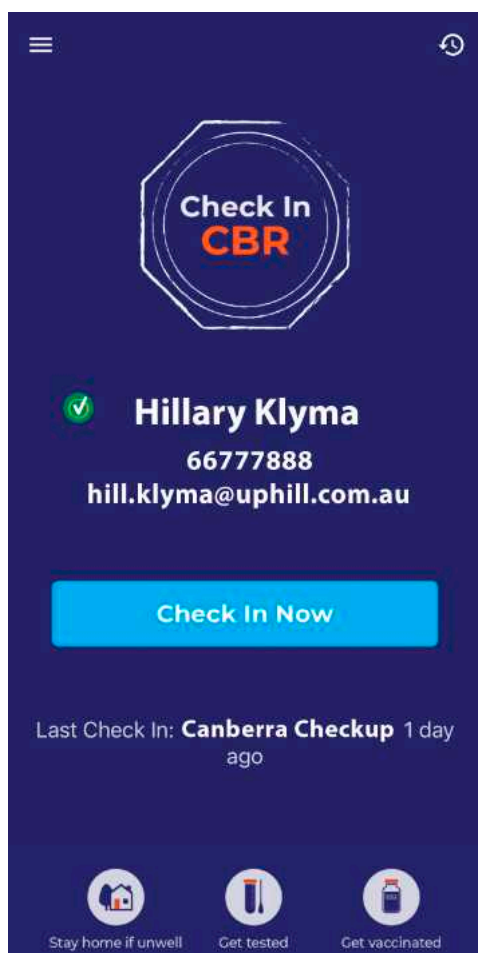
Entries don't close until 8.00 o'clock Thursday night (3 March 2022), so if you want to compete get onto the Online Entry System on the club website ([www.sdmahillclimb.com.au](http://www.sdmahillclimb.com.au)) **now!**

The screenshot displays a web browser window with the URL [entry.sdmahillclimb.com/WebDisplayBoard.php](http://entry.sdmahillclimb.com/WebDisplayBoard.php). The page shows a grid of driver names, car models, and run times for various classes. The classes include:

- Type 1/2 0 - 1600cc (Class Record: 49.51)
- Type 1/2 1601 - 2000cc (Class Record: 47.26)
- Type 1/2 2001 - 3000cc (Class Record: 48.66)
- Type 1/2 Over 3000cc (Class Record: 45.32)
- Type 3 0 - 1800cc (Class Record: 45.16)
- Type 4 1601 - 2000cc (Class Record: 46.81)
- Type 4 2001 - 3000cc (Class Record: 45.72)
- Type 4 Over 3000cc (Class Record: 45.51)
- Type 5 1201 - 2000cc (Class Record: 44.88)
- Type 5 2001 - 3000cc (Class Record: 45.42)
- Type AWD/SV 3 2001 - 3000cc (Class Record: 46.31)
- Type AWD/SV 3 Over 3000cc (Class Record: 43.74)
- Type AWD/SV 4 0 - 1600cc (Class Record: 41.44)

Each class has a table of drivers with columns for Run 1 through Run 7. The grid is partially obscured by a diagonal line, suggesting it is a screenshot of a live page.

# ELECTRONIC CHECK-IN STILL REQUIRED AT SUNDAY'S HILLCLIMB



**Most ACT COVID restrictions have eased, but everyone attending this Sunday's hillclimb will still have to check in electronically using the *Check In CBR* app.**

This is because the hillclimb falls under the category of "Organised events that are not ticketed or pre-registered" and check-in is still mandatory under the remaining Core Restrictions.

Competitors, pit crew and officials entering by the Competitors' Entrance will be asked to check in on arrival. There will be the usual spectator check-in point on the path from the Spectator Car Park.



## EVENT REPORT: ROUND 1 OF THE ACT HILLCLIMB CHAMPIONSHIP - SUNDAY 6 FEBRUARY

**2022 is off to a flying start after our first event for the year: 59 competitors, five runs, two new class records and a diverse mix of cars and drivers with a big spectator turnout. All in all, a very good day of hillclimbing.**

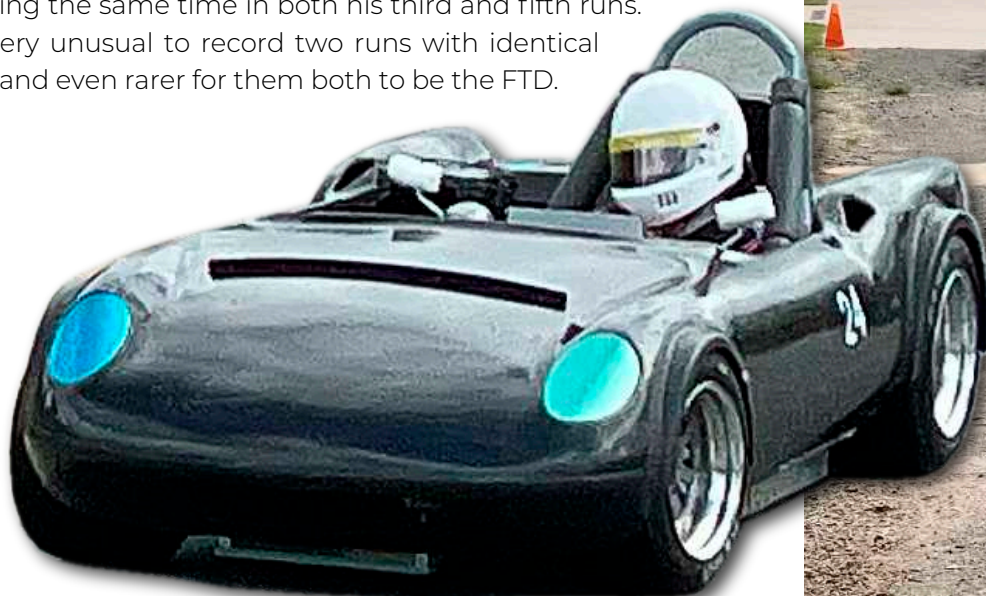
The weather was mild, but a bit patchy with periods of cloud, especially in the morning, but then fairly consistent sunshine.

It was really good to see so many new faces and new cars in the event. We had a remarkable range of cars: from Malcom Oastler's amazingly engineered NinjamobilZX10 and Donovan Suine's Alfasud-powered Niki to Jason Perkins' beautiful McLaren 570S and assorted Porsches and Lotuses, with a very appealing array of other desirable machinery surrounding them.

Times in early runs weren't particularly quick, with the track being cold and most people possibly still being a bit post-Christmas rusty. But as the track warmed up and skills came flooding back, times in the later runs were significantly better.

Two new class records were set: **Malcolm Oastler did 42.81 seconds in the ZX10 to take 1.56 seconds off the previous Type 6 751-1300cc record of 44.37 seconds.**

That gave Malcolm Fastest Time of the Day, and he did it *twice*, recording the same time in both his third and fifth runs. It's a very unusual to record two runs with identical times, and even rarer for them both to be the FTD.





The second record was set by **Matthew Brown in Type AWD/SV3 Over 3000cc, with a time of 43.68 seconds, shaving 0.06 seconds off the old mark of 43.74 seconds.**



**Fastest Female Driver was**

**Rebecca de Vries**, sharing the Toyota Celica XT with her father in Type 4 2001-3000cc, with a time of 53.49 seconds. This was Rebecca's fastest ever lap and was only 1.49 seconds behind the very experienced Tony.

**Fastest Junior Driver was Toby Donohue**, with a time of 47.22 seconds in the family Mitsubishi Evo X, running in Type AWD SV3 Over 3000cc. This was only Toby's second hillclimb in this car and he ended up fifth in class, 1/100th of a second in front of Ben Dengate in the quick Subaru Forester.



**The full list of class winners is:**

Type 1/2	up to 1600cc	Martin Crombie (Gemini)	51.93 sec
Type 1/2	1601-2000cc	Steven French (MX5)	50.80 sec
Type 1/2	2001-3000cc	Lucas Anderson (Fiesta ST)	52.23 sec
Type 1/2	Over 3000cc	Paul Welch (Porsche GT3)	45.55 sec
Type 3	Up to 1600cc	Mark Suine (Fiat X19)	53.78 sec
Type 3	1601-2000cc	Jon Harrison (Renault Clio)	50.41 sec
Type 3	2001-3000cc	Todd Wilson (Mazda RX7)	50.17 sec
Type 3	Over 3000cc	David Leaney (Lotus Evora 410)	46.67 sec
Type 4	1601-2000cc	Bryan Fitzpatrick (Renault Clio)	47.20 sec
Type 4	2001-3000cc	Tony de Vries (Toyota XT)	52.00 sec
Type 4	Over 3000cc	Darren Hush (Datsun 1600)	56.07 sec
Type 5	1301-2000cc	Bob Wootton (Wren F2)	53.96 sec
Type 6	751-1300cc	Malcolm Oastler (ZX10)	42.81 sec
Type 6	1301-2000cc	Pedro Hietanen (TBC2C Supersport)	45.58 sec
Type AWD1/2	2001-3000cc	Iain Chandler (Toyota GR Yaris)	45.97 sec
Type AWD1/2	Over 3000cc	Justin Houguet-Poole (Focus RS)	45.97 sec
Type AWD/SV3	2001-3000cc	Warren Spires (Toyota GR Yaris)	48.13 sec
Type AWD/SV3	Over 3000cc	Matthew Brown (Audi RS4)	43.68 sec

No presentations were held after the event because of concerns about COVID Omicron case numbers. However all results are available on the club website, accessible through the 'Results' tab at the top of the home page. They are generally posted within a day or two of each event and show all class winners and times for every run by every competitor.

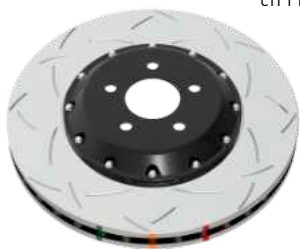
Many thanks to the officials and volunteers who gave up all or part of their Sunday to come out to the track to do the jobs that are essential to staging a hillclimb. Without them we wouldn't be able to run an event:

- Clerk of Course: Rohan Thatcher;
- Event Secretary: Celeste Oringo;
- Assistant Event Secretary and COVID Checker: Dave Peisley;
- Pit Stop Café: Julie Merz, Liz Hilhorst and Pamela Master;
- Chief Scrutineer: Anthony Hyde;
- Timekeepers: Dave King, David Deaves and trainee Gavin Longmuir;
- Announcer: Terry Bennett;
- Chocks: Col Merz, Geoff Bassingthwaighte and Zac Le Lievre;
- Flag Marshals: Tyrie Starrs, Lyell Reid, Robert Kaczmarek, Michael Mann and Stewart Weigand, who joined the club at lunchtime and was on a flag point as a trainee after lunch!; and
- Henry Hilhorst and John Courtney on Fire and Recovery, with special thanks to Mike O'Connor who came out to help if needed, despite being in recovery from serious knee surgery.

## Chief Scrutineer's Report – Anthony Hyde



With a near maximum field of 59, Scrutineering inspected 14 vehicles that hadn't previously competed at Fairbairn Park, with some of the vehicles being owned by experienced drivers having updated their vehicles. Overall a good standard of presentation but I did note quite a few battery terminal negative posts weren't tight. Some of the flimsy standard terminals could not be tightened further so it's time to fit proper terminals, noting when shopping that there is a size difference between the positive and negative terminals.



**The tech recommendation this month is to remind owners to bleed your brakes** and, if your car has a manual gearbox, to bleed the clutch hydraulics. Fresh fluid can raise the pedal height and improve braking efficiency but importantly it stops potential corrosion of the pistons inside the callipers and master and slave cylinders.

The best presented vehicle went to junior competitor Andrew Ericson in his gleaming red Toyota MR2.



## SDMA 2022 CALENDAR: as at 25 January 2022

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

EVENTS	TRACK MAINTENANCE	NOTES
<b>March</b> <b>SUNDAY 6 March (1<sup>st</sup> Sunday)</b> <b>ONE LAP HILLCLIMB</b>	Saturday 5 March	Committee meeting Tuesday 8 March <b>Canberra Day 14 March</b>
<b>April</b> <b>SUNDAY 3 April (1<sup>st</sup> Sunday)</b> <b>ONE LAP HILLCLIMB</b>	Saturday 2 April	Committee meeting Tuesday 12 April <b>Easter 15-18 April</b>
<b>May</b> <b>SUNDAY 1 May (1<sup>st</sup> Sunday)</b> <b>ONE LAP HILLCLIMB</b>	Saturday 30 April	Committee meeting Tuesday 10 May
<b>June</b> <b>SUNDAY 5 June (1<sup>st</sup> Sunday)</b> <b>TWO LAP HILLCLIMB</b>	Saturday 4 June	Committee meeting Tuesday 14 June <b>Queen's Birthday 13 June</b>
<b>August</b> <b>SUNDAY 7 August (1<sup>st</sup> Sunday)</b> <b>ONE LAP HILLCLIMB</b>	Saturday 6 August	Committee meeting Tuesday 9 August
<b>September</b> <b>SUNDAY 4 September (1<sup>st</sup> Sunday)</b> <b>ONE LAP HILLCLIMB</b>	Saturday 3 September	Committee meeting Tuesday 13 September
<b>October</b> <b>SATURDAY 1 October</b> <b>Practice NSW Hillclimb Championship</b> <b>Round 9, 12pm-4pm</b>  <b>SUNDAY 2 October (1<sup>st</sup> Sunday)</b> <b>NSW Hillclimb Championship, Round 9</b>  <b>SUNDAY 16 October (3<sup>rd</sup> Sunday)</b> <b>ONE LAP HILLCLIMB</b>	Friday 30 September and Saturday 1 October      Saturday 15 October	Committee meeting Tuesday 11 October <b>Labour Day 3 October</b>
<b>November</b> <b>SUNDAY 6 November (1<sup>st</sup> Sunday)</b> <b>TWO LAP HILL CLIMB</b>  <b>SUNDAY 21 November (3<sup>rd</sup> Sunday)</b> <b>ONE LAP HILLCLIMB</b>	Saturday 5 November    Saturday 19 November	Committee Meeting: Tuesday 8 November
<b>December</b> <b>* SUNDAY 4 DECEMBER</b> <b>Christmas Party</b>		



# 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 not been abolished. 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

## **References**

Motorsport Australia Return to Race – Scrutiny of Vehicles and Apparel\_V1  
[https://motorsport.org.au/docs/default-source/covid19/officials/scrutiny-of-vehicles-and-apparel.pdf?sfvrsn=35f48a0\\_7](https://motorsport.org.au/docs/default-source/covid19/officials/scrutiny-of-vehicles-and-apparel.pdf?sfvrsn=35f48a0_7)

Motorsport Australia Return to Race – Scrutiny of Vehicles and Apparel\_FAQ\_V1  
[https://www.motorsport.org.au/docs/default-source/covid19/officials/motorsport-australia\\_return-to-race\\_scrutiny-of-vehicles-and-apparel\\_faq.pdf?sfvrsn=c78f3cfd\\_7](https://www.motorsport.org.au/docs/default-source/covid19/officials/motorsport-australia_return-to-race_scrutiny-of-vehicles-and-apparel_faq.pdf?sfvrsn=c78f3cfd_7)



## ACT Hill Climb Championship METHOD OF CALCULATING POINTS

**At each club one lap hillclimb, points in the Championship are allocated as follows:**

- 1 Point For each completed run on the day, to a maximum of 5 points
- 5 Points For First in Class
- 3 Points For Second in Class
- 1 Point For Third in Class
- 1 Point For breaking an existing Class Record. This will be awarded to the new record holder at the end of the event. Only 1 point for breaking an existing class record can be awarded for each class at each one lap club event.



This means a maximum of 11 Points can be scored by a driver at a club one lap event.

**All club one lap events count towards the Championship point score.**

**Two lap events and State Rounds do not count to the Championship point score.**

If a driver enters to compete in two vehicles, Championship points and any records broken are **ONLY** given to the vehicle that the driver *nominates on the Entry Form* as the '*nominated*' vehicle.

In the event of tied points at the end of the year, both the ACT Hill Climb Champion and Class Champions will be determined by count back. The method of count back is:

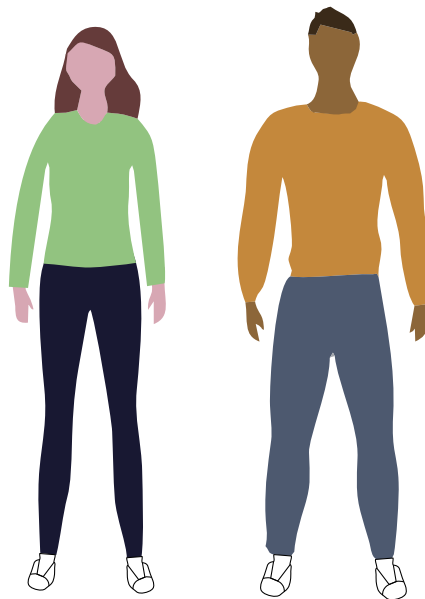
- *If neither driver has broken a class record*, the driver who has the time closest (in percentage terms) to the existing class record for their car will be the champion.  
eg Driver 1 (Type 1/2 Class Over 3000) best time 49.87s, record 48.6s = 97.17%  
Driver 2 (Type 4 Class 0-1600) best time 48.27s, record 48.00s = 99.4%  
Driver 2 would be the winner.
- *If only one driver has broken a class record*, then that driver will be the Champion.
- *If both drivers have broken a class record*, then the driver who breaks the existing class record at the time by the largest amount (in percentage terms) will be the Champion.  
eg Driver 1 (Type 1/2 Class 3001+) best time 47.87s, record 48.46s = 101.23%  
Driver 2 (Type 4 Class 0-1600) best time 47.97s, record 48.00s = 100.06%  
Driver 1 would be the winner.

The *most recent class record* set by each driver will be used for this calculation.

Competitors are required to compete in a minimum of three events to win a Class Championship, as recorded in the final results for eligible events. In this context, '*compete*' means having completed at least one valid timed run in each event.

## 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](mailto: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 2021-2022 COMMITTEE

**President:**.....John Templeton

[president@sdmahillclimb.com](mailto:president@sdmahillclimb.com)

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

**Secretary:**.....Dave Peisley

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

**Treasurer:**.....Alex Hitch

[treasurer@sdmahillclimb.com](mailto:treasurer@sdmahillclimb.com)

**Point Scores:**.....David King

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

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

**Membership Secretary:**.....Ross Samuelson

[sdmamembership20@gmail.com](mailto:sdmamembership20@gmail.com)

### General Members

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

### Some general committee members have specific roles:

- o Col Merz is the Facility Manager for the track;
- o Celeste Oringo is the social media person;
- 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.

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

[sdma.newsletter@tricipics.net](mailto:sdma.newsletter@tricipics.net)



## For Sale - Tilt Trailer

Tandem Axle, Tilt Bed Trailer  
Custom 2 ton car/bike trailer/frame/steel, safety chain  
15" Holden stud pattern rims, mechanical brakes and bearings,  
LED tail lights and wiring, front and side clearance lights,  
Registration to Nov 2020,  
2 TON leaf suspension, 40mm 97" axles,  
Tow hitch 2 TON slide mechanical, handbrake cable and adjuster.

Floor size is 4850x1900

**\$5800**

Please email [kent.donally@gmail.com](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.



# 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](http://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!

