



OVER *the* HILL



PO Box 1484, QUEANBEYAN NSW 2620 Email: secretary@sdmahillclimb.com

March 2023

PRESIDENT'S REPORT



Two events successfully staged and 2023 off to a flying start. The event reports for the February and March one lappers are in this issue and the official results are on the website (www.sdmahillclimb.com.au).

Thanks to all the competitors for adapting so well to the new Class structure and the lower noise limit. There seem to have been minimal issues with Classes and no problems with noise, which has helped the two events run smoothly.

We need more officials!!

I've lost count of the number of times I've written this but we need more members to help out on event days. *We were only just able to run the February and March hillclimbs because we were desperately, desperately short of officials and volunteers.* Some of our regular stalwarts were seriously sick or had significant family issues which meant they were unable to be at the track. So quite a few people had to double up and do two jobs or, like Col Merz, put in very long days doing the same job, which in the case of the chock is seriously hard and tiring.

We need more people to work as officials: it's as simple as that. To run an event safely and professionally we must have flag marshals, chock marshals, grid marshals, fire marshals and support for the timing team and the announcer. If enough people are available the work can be divided into half days or shifts, which means that you can break the work up with spectating or catching up with friends. But we can't have that flexibility without a reasonable pool of people.

From the next event (2 April) co-ordinating officials and volunteers will be done by the Pre-event Secretary, Dave Peisley. He will send out the e-mail and Facebook requests for officials and will be the person to contact if you can help out. If you can only help for half a day or a few hours, that will be much appreciated. Please get in touch with Dave when the e-mail and Facebook messages are sent out.

Money, money, money...

A request to everyone to help the Event Secretary and the Treasurer: When you do an EFT payment for event entry or membership, please make sure you (1) get the amount right and (2) put your surname and the purpose of the payment on the EFT page. It will save Celeste and Ed a lot of time if they don't have to decode mysterious random amounts appearing in the club account.

John

NEW CLUB TREASURER



Ed Goncalves is the new SDMA Treasurer, replacing Alex Hitch who stepped down because of increasing work commitments.

Many thanks to Ed for agreeing to take over this critically important job for the club. We greatly appreciate his willingness to join the committee and the club executive.

Ed has been working for some time with Anthony Hyde in the scrutineering team and is no stranger to SDMA members.

**Ed can be contacted at treasurer@sdmahillclimb.com
or ed_goncalves@live.com.au**



CLUB MEMBERSHIP FEES REMINDER

Some members seem unsure about the correct membership fee to be paid. Since January 2022, the fees have been:

- **Individual member**\$55
- **Family membership**\$75
(Members of the same family living at the same address.)
- **Officials**..... **NO FEE**
(Officials need to be club members to ensure they are covered by *Motorsport Australia* event insurance policies while working at an event.)
- **Day membership**\$15
(Day membership is only available to financial members of another *Motorsport Australia* affiliated club to allow them to compete in an event. Day membership is only available twice in any 12-month period.)

The fees are listed on both the *New Membership Application* form and the *Membership Renewal* form.

When doing an EFT payment, please indicate clearly what the payment is for (e.g. 'individual membership' or 'individual renewal' or 'family membership' or 'family renewal'). Most importantly, include your surname in the remitter section.

You must be a financial member to compete in events, to stand for election to the club Committee and to take part in the club Annual General Meeting.

EVENT REPORT - ROUND 1

2023 HILLCLIMB CHAMPIONSHIP - 5 FEBRUARY

The first event of the year was popular – very popular, with the entry list full less than an hour after it opened. On the day, 59 starters lined up on a mild and breezy summer Canberra day notable for a number of reasons.

It was the first event using **SDMA's new class structure** and it was the first event with the **new lower noise limit of 85dB**. After a strong information campaign about the new Classes (and how to translate from the old Types) there was only one classification issue on the day and fortunately that didn't prevent that person from competing. The lower noise limit wasn't enforced (it will be from March) but the sound meter was set at 85 dB and no problems were reported in the 85dB to 87 dB range.

Both outcomes suggest that drivers had prepared themselves for the new Classes and had made sure their cars would be OK with lower noise limits. *Thank you to everyone for planning ahead.*

Another notable milestone was that **for the first time in many decades, Dave King was not the official timekeeper**. Keen readers of *Over the Hill* will know that Dave has been implementing his succession plan for the last 18 months with a view to being able to spend more time with family and on a number of his other interests which have suffered because of his commitment to keeping tabs on drivers and lap records. *David Deaves and Gavin Longmuir (with support from Lyall Reid) did the timekeeping for the day and all went smoothly and professionally.* **Given Dave's enormous contribution to the club over many, many years, it would be a great shame to let him just quietly withdraw without the club publicly appreciating and thanking him for his efforts. So Dave, thank you a thousand times.**

The success of the day masked the fact that we were, again, seriously short of officials. While this was caused, in part, by one-off individual issues it reflects the club's continuing shortage of back up.

Five runs were completed without incidents or offs and **17 (that's right – 17) class records were set**. Which sounds amazing and impressive until you remember that because this was the first event using the new class structure, there were no existing class records. So every class winner set a class record – and 17 classes were contested.





Fastest Time of the Day was set by **Zac Le Lievre** in the immaculate Westfield Megabusa running in Class G Track - Sports Racing: 1301 - 2000cc - 42.01 seconds on Zac's second run of the day. Next fastest time of the day was 43.43 seconds by Searle Courtright in the Talbot 184 in Class H Track - Open Wheeler: 751 - 1300cc, also on the second run.

The full list of class winners is (and, as noted above, every class winner set a new class record):

- Class A Road - 2WD Level 1: 0 - 1600cc..... Andrew Ericson (Suzuki Swift) 51.65 sec
- Class A Road - 2WD Level 1: 1601 - 2000cc..... Adam Jorritsma (Peugeot 206GTi)..... 50.95 sec
- Class A Road - 2WD Level 1: 2001 - 3000cc Nelson Hedt (Peugeot 207) 52.64 sec
- Class A Road - 2WD Level 1: Over 3000cc..... David Deaves (HSV GenF GTS) 48.01 sec
- Class B Road - 2WD Level 2: 1601 - 2000cc Bryan Fitzpatrick (Renault Clio) 47.00 sec
- Class B Road - 2WD Level 2: 2001 - 3000cc Toby Wilson (Mazda RX7) 49.13 sec
- Class B Road - 2WD Level 2: Over 3000cc..... Sean Martin (Mazda MX5) 46.96 sec
- Class C Road - AWD Level 1: 2001 - 3000c Colin Chandler (Toyota Yaris)..... 48.35 sec
- Class C Road - AWD Level 1: Over 3000cc Stewart Weigand (Ford Focus RS) 46.53 sec
- Class D Road - AWD Level 2: 2001 - 3000cc..... Iain Chandler (Toyota Yaris)..... 46.15 sec
- Class D Road - AWD Level 2: Over 3000cc..... Paul Stringfellow (VW Golf R)..... 45.55 sec
- Class E Road - SV Level 1: Over 3000cc..... Matthew Brown (Audi RS4) 43.59 sec
- Class F Track - Sports Sedan: 1600 - 2000cc Mark Wyatt (Toyota Celica ta23) 47.35 sec
- Class F Track - Sports Sedan: 2001 - 3000cc John Engisch (Mazda MX5)..... 47.42 sec
- Class G Track - Sports Racing: 1301 - 2000cc Zac Le Lievre (Westfield Megabusa)..... 42.01 sec
- Class H Track - Open Wheeler: 751 - 1300cc Searle Courtright (Talbot 184)..... 43.43 sec
- Class H Track - Open Wheeler 1301 - 2000cc Bohun Martin (BMR Genesis-R)..... 45.95 sec

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



Many thanks to the officials and volunteers:

- Clerk of Course Chris Hardy
- Stewards Helen Nichols and Mick Nichols
- Event Secretary Celeste Oringo
- Pre-Event Secretary Dave Peisley
- Chief Scrutineer Anthony Hyde
- Scrutineer Ed Goncalves
- Fire and Recovery Henry Hilhorst
- Chock Col Merz and David Yates
- Pit Stop Café Julie Merz/Liz Hilhorst/Pam Master/ Julie Yates
- Timing David Deaves/Gavin Longmuir/Lyall Reed
- Announcer John Templeton

Chief Scrutineer's Report – Anthony Hyde



Great 27°C weather and a full field of competitors welcomed in 2023. Twelve vehicles were inspected by Ed and myself, with a '**well presented at scrutineering**' choice going to **the Formula Vee (Kestral) of Peter McDonald** for investing in a fresh 1600cc engine.



The new Class structure went well with only a few changes. The key words for Class B and Class D - "of a standard suitable for registration" - mean as presented on the day, not if one spent a month reverse engineering everything that it would fit the descriptors. Headlights, tail lights and bumper bars are also required to be fitted for Class B and Class D.

No issues with the lowering of the noise limit to 85 dBA were reported, and for those who fitted more efficient mufflers, a torquier low sound was noted.

On a personal note, after a two and a half year absence, I competed again in the quick Volvo 242GT Turbo and had a lot of fun.

2023 ACT HILLCLIMB CHAMPIONSHIP: Calculation of Points

At each club one lap hillclimb, championship points will be 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 one point for breaking an existing class record can be awarded for each class at each one lap club event.

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 do not count to the championship point score.*

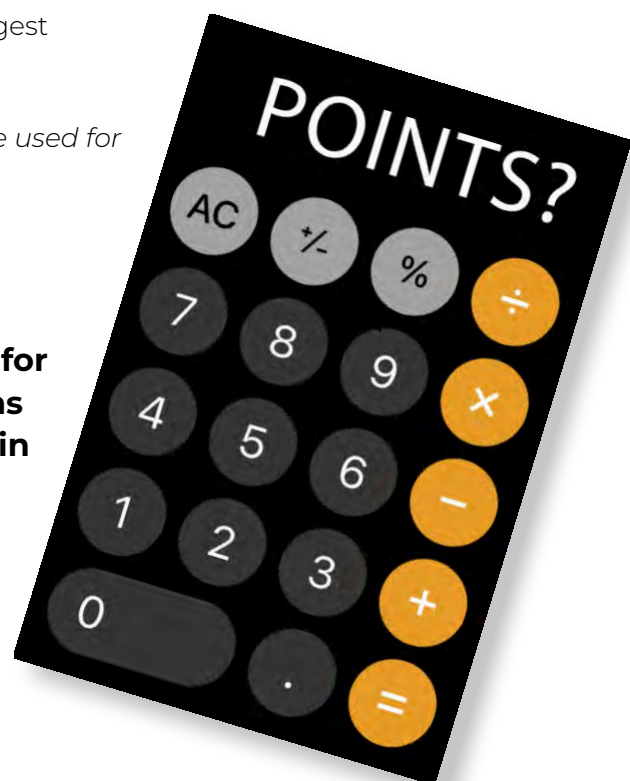
If a driver enters to compete in two vehicles, championship points and any records broken are **ONLY given to the vehicle that the driver nominates on the entry form as the 'nominated' vehicle** (the 'first entry' under the club's multiple entry policy).

In the event of tied points at the end of the year, both the ACT Hillclimb 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.
- *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.

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.



EVENT REPORT - ROUND 2



2023 HILLCLIMB CHAMPIONSHIP - 5 MARCH

Another fun day's racing with the second event of 2023 a great success on a hot and dry March day. This was the first event run with the new lower track noise limit of 85dB and the good news is that no-one exceeded that level.

Entries opened on Friday 24 February and took a few days to fill up, slower than for the first event of the year. The numbers jumped around a bit for a few days as some people who had entered then withdrew so a reminder went out on Tuesday night which led to an almost full field of 58 by Saturday. After a few more late withdrawals the final field was 55 starters and five runs were offered to all competitors.

It was diverse field with **some very interesting vehicles competing for the first time**. The two extremes – in size at least – were **the Honda CR500 powered kart of Glenn McMahon** and **the immaculate Porsche 911 RSR replica of Michael Sugerman**. Welcome to SDMA Glenn and Michael.

Sixteen classes were contested and **eleven class records were set**. Eight of the records lowered records established for the new SDMA classes at the February event and three were first time records for classes which weren't contested in February. There are now 20 Class Records established under the new structure.

Steve French and Reece McIntosh each managed to lower the record for their respective classes four times out of five runs – an impressive achievement. **Brett Jorgensen lowered his class record twice** and equalled the 'old' one (only a month old!) as well.

Fastest Time of the Day – 43.94 seconds – was set by Pedro Hietanen in the TBC 2CSupersport in Class G Track - Sports Racing 1301 - 2000cc. Second fastest was Reece McIntosh who set a time of 44.29 seconds in the Audi RS3 competing in Class D Road - AWD Level 2: Over 3000cc.

The largest class was Class B Road - 2WD Level 2: Over 3000cc, which was home to a quarter of the field (14 competitors) and became a competition within a competition.

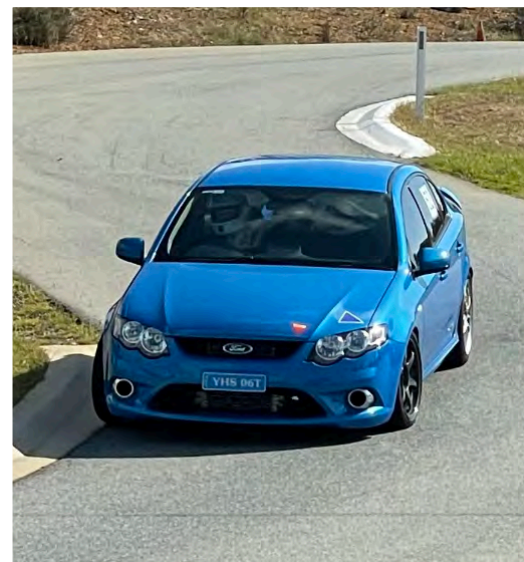




The full list of class winners is (* indicates new record):

- Class A Road - 2WD Level 1: 0 - 1600cc..... Andrew Ericson (Suzuki Swift) 51.83 sec
- Class A Road - 2WD Level 1: 1601 - 2000cc Steven French (Mazda MX5)..... 49.67 sec*
- Class A Road - 2WD Level 1: Over 3000cc..... David Deaves (HSV GenF GTS)..... 47.86 sec*
- Class B Road - 2WD Level 2: 0 - 1600cc..... Jack Mules (Westfield SE) 50.18 sec*
- Class B Road - 2WD Level 2: 1601 - 2000cc Nicholas Capogreco (Mazda MX5)..... 48.43 sec
- Class B Road - 2WD Level 2: 2001 - 3000cc Toby Wilson (Mazda RX7) 48.92 sec*
- Class B Road - 2WD Level 2: Over 3000cc..... Sean Martin (Mazda MX5) 47.12 sec
- Class C Road - AWD Level 1: 2001 - 3000cc Colin Chandler (Toyota Yaris)..... 48.36 sec
- Class C Road - AWD Level 1: Over 3000cc Brett Jorgensen (VW Golf R)..... 46.22 sec*
- Class D Road - AWD Level 2: 2001 - 3000cc..... Iain Chandler (Toyota Yaris)..... 46.05 sec*
- Class D Road - AWD Level 2: Over 3000cc..... Reece McIntosh (Audi RS3)..... 44.29 sec*
- Class E Road - SV Level 1: 1601 - 2000cc..... Donovan Suine (FSM NIKI)..... 49.96 sec*
- Class F Track - Sports Sedan Over 3000cc Lachlan McDonald (Falcon XR6) 53.32 sec*
- Class G Track- Sports Racing 1301 - 2000cc Pedro Hietanen (TBC 2CSupersport) 43.94 sec
- Class H Track - Open Wheeler 0 - 750cc Glen McMahon (Honda CR500 Power) 47.72 sec*
- Class H Track - Open Wheeler 1301 - 2000cc Bohun Martin (BMR Genesis-R)..... 45.40 sec*

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



Many thanks again to our officials and volunteers who made the day such a success:

- Clerk of Course Chris Hardy
- Stewards Helen Nichols and Mick Nichols
- Event Secretary Celeste Oringo
- Pre-Event Secretary Dave Peisley
- Chief Scrutineer Anthony Hyde
- Fire and Recovery Henry Hilhorst
- Flag marshals Rob Wall/ John Courtney/Mike O'Connor
- Chock Col Merz and David Yates
- Pit Stop Café Julie Merz/Liz Hilhorst/Pam Master/ Julie Yates
- Timing David Deaves/Gavin Longmuir/Lyall Reed
- Announcer John Templeton

Chief Scrutineer's Report - Anthony Hyde



All the new competitors who presented at scrutineering received a warm SDMA welcome, made even warmer by the March weather. Eleven vehicles were inspected - **the standout being Michael Sugerman's Porsche 911 RSR replica**- and the overall standard was good.



All vehicles presented had **fire extinguishers** that were near new and correctly mounted. A note to all competitors: **The day / month / year of manufacture is stamped onto all extinguisher casings.** *The small yellow metal tag is not required.*



WHEN IS A CAR CONSIDERED 'EXOTIC' UNDER THE NEW SDMA CLASS STRUCTURE?

When the new SDMA classes were introduced this year, one of the reclassifications was Class E Road – SV Level 1.

This class was introduced to cover what are considered special vehicles (hence SV), but what exactly is special in this context?

This can include:

- Low volume Exotic (as defined by *Motorsport Australia*) production cars (e.g., Ferrari, Pagani, McLaren, Lotus, some Audis etc)
- Kit cars (e.g., Ultima, AC Cobra replica, Locost, Clubman etc), and
- other special compliance cars (including individually engineered).

Vehicles must be either road registered or of an essentially equivalent standard and use commercially available treaded road type tyres.

Permitted Modifications:

- Any
- Capacity Classes*:
 - 0 to 1600cc
 - 1601 to 2000cc
 - 2001 to 3000cc
 - Over 3000cc

How does *Motorsport Australia* define a 'low volume exotic'? For that, you have to find Attachment A of the Speed Event Appendix, National Speed Event Championship Classes in the 2023 *Motorsport Australia* manual.

In that Appendix, it states:

Exotic means any Automobile that has or had a Manufacturer's Recommended Retail Price that exceeds the Exotic Indexed Price for that Automobile. For the purposes of this definition, Manufacturer's Recommended Retail Price will not include what are commonly called On Road Costs, including, without limitation, Stamp Duty, Registration Fees, premiums paid or payable for any Compulsory Third Party Insurances and any Dealer Delivery Fees.



Exotic Indexed Price means the applicable Indexed Price as at the Year of Automobile Manufacture as shown in the following:

Year of Automobile Manufacture	Indexed Price
• Any year prior to 2005	\$75,000.00
• 2005	\$76,800.00
• 2006	\$79,900.00
• 2007	\$81,600.00
• 2008	\$85,200.00
• 2009	\$86,400.00
• 2010	\$89,100.00
• 2011	\$92,300.00
• 2012	\$93,400.00
• 2013	\$95,600.00
• 2014	\$98,500.00
• 2015	\$100,000.00
• Any year after 2015	\$101,500.00

For the purpose of this definition, the year of Automobile manufacture will be the year of manufacture shown on the Identification Plate (formerly known as a Compliance Plate) attached to the Automobile.

PROGRESS ON NEW TOILETS/CHANGE ROOMS FOR LOWER PITS

The old toilet block in the lower pit area has been demolished to make way for a new, improved facility that will include changing space.

The new block will have two unisex toilets, each of them large enough to be used as a changing room and fitted out to account for that. It will be more secure and comfortable and will be particularly convenient (no pun intended) for drivers and crews whose cars are in the lower pits.

As you can see, the new floor framing is already in place. All going well, it's expected the new block will be finished by mid-April.





2023 SDMA CALENDAR

The calendar for 2023 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 last event for the year will be on Sunday 19 November. There is no event in July.

- The noise limit for club events has been reduced to 85 dB; and
- 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.

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

The 2023 calendar as it stands at thee present is on the next page.

SDMA 2023 CALENDAR at March 2023

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
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)	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)		

EASING OF COVID RESTRICTIONS

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.



Southern District Motorsports Association
Operators of the Canberra Hill Climb

COVID-19 CONDITIONS OF ENTRY

1. Everyone on-site must follow general community COVID-19 protocols, namely
 - Maintain social distancing
 - Use hand sanitiser when appropriate
 - If feeling unwell with COVID-19 symptoms, leave the HillClimb
2. SDMA encourages the wearing of masks in the Pit Stop Café.
3. If you want to wear a mask in any other area, feel free to do so.

Thank you for your co-operation.

18 May 2022

Southern District Motorsports Association (ABN 65 785 986 387)
PO Box 1484 Queanbeyan, NSW, 2620

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

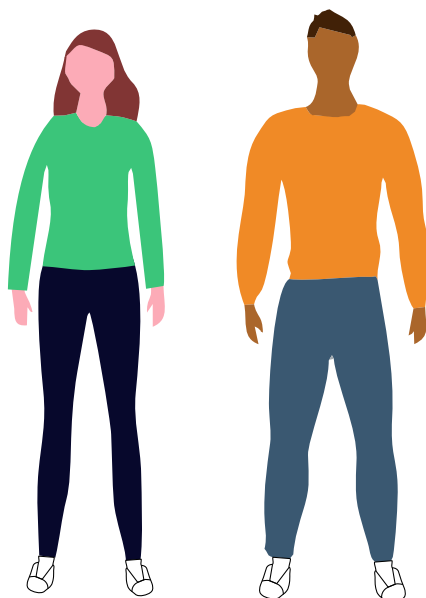
References

Motorsport Australia Return to Race – Scrutiny of Vehicles and Apparel_V1
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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

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:.....Ed Goncalves

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!

