



OVER *the* HILL

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

Email: secretary@sdmahillclimb.com

May 2020

President's Report



The COVID-19 pandemic continues to dominate our lives. I hope everyone in SDMA is staying well and taking all the necessary steps to avoid risks of exposure to its effects.

The lockdown has meant that the events scheduled for May and June have been cancelled. The Committee is continuing to monitor the overall situation

and will try to get us going again as soon as circumstances allow. The Committee is meeting using Zoom (the first time on 14 April), which has been very successful. The next Committee meeting is on Tuesday 12 May, again using Zoom.

As part of the ACT Government's COVID assistance package, the rent on the Fairbairn Park complex has been waived for the next two quarters. That's a welcome break as it saves SDMA \$3804 in rent we would otherwise have had to pay on a site that we weren't able to use.

The COVID-19 lockdown has meant the club has lost revenue because we have had to cancel three events (April May and June) on top of the loss we incurred from having to cancel the February event due to the Bushfire State of Emergency. As well, a number of external hires of the track were cancelled, which meant more lost revenue. Fortunately, the club is still in a healthy financial situation with adequate reserves to pay our bills and to meet our obligations to organisations such as CAMS (or Motorsport Australia as it's now called). We will get through the pandemic and will be able to start running again as soon as the restrictions are eased or lifted.

When we do get going again, we will need more officials and volunteers to help run events. A number of our current officials will still have to be very careful in relation to COVID even after restrictions are eased so we will need more people to help out. Rohan Thatcher has written a good article about the upsides of being an official and how to get the relevant licences - it's in this edition of *Over The Hill*. So have a think about how we are going to operate post-COVID and if you can help out by working at an event please get ready to do so.

Another article in this edition has good news, rare these days. The lease on Fairbairn Park has been extended until 2080, which, for the first time, gives the club decent security of tenure for the track.

Motorsport Australia (MA) last week sent an email to all licence holders about extended expiry dates for licences which, to my mind at least, was a bit confusing. I spoke to MA licence renewal staff in Melbourne who advised that renewal dates for Speed licences, which is what most of us hold, have not been extended. We are still required to renew our licence when it is due. The MA concession is that the cost of renewing a Speed licence has been frozen until 31 December next year (2021) and that if you renew before 30 June this year (2020) you will get a \$25 Motorsport Australia e-store voucher valid for 12 months.

I hope you enjoy this edition of *Over The Hill*. If you feel the urge to write an article for next month feel free to unleash your motorsport and hillclimb creativity and send it to the Editor, Colin Chandler, at colin.chandler@tricipics.net. Until then, stay safe and well.

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. The meetings for the foreseeable future will be online. Once the world is allowed outside again, meetings are at 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!!).

SDMA website

The club website is being reviewed to make it more helpful to both SDMA members and non-club users. We've had the current site for quite a while now and we need to update it to take account of, among other things, how well our social media team is getting the SDMA message out using Facebook and other platforms as well as changes in the way people now use websites.

We want to do a staged upgrade to improve the usability, accuracy and timeliness of the material hosted on the site.

We would like to hear from members about what they would like to see on the website and how they think the material on it should be organised. So if you have suggestions, ideas, brainwaves about what you think should be there and how the various areas relate should each other, we would love to hear from you. Daniel Cummins is coordinating the upgrade and he can be contacted on daniel@cummins racing.com.au.

The club is also looking for club members who would like to help populate the site with material which is relevant and interesting to SDMA members and other people who visit the site such as photos, videos (or links to videos) other websites or blogs or vlogs. Daniel is the go-to person for this as well.



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.



SCRUTINEERING

Why be a Motor Sport Official?

by Rohan Thatcher

Simply put; I like cars. I like bikes too but given that the only motorcycle I'd be allowed to own would be the BMW R1250 RS Divorce, I settle for liking cars. More particularly, I like racing cars, and racing. Motor Sport. I love the old school, nuts and bolts, driving skills racing. I love the craft of it. I love getting involved.

While I could muse over a misspent youth leaving me without the means (yet) to have a set of racing wheels of my own, the way into motor sport was not closed to the likes of me. No, I discovered I could be very involved indeed by becoming an Official. What about competing, I hear you cry? Well of course I love to drive, but I fancy that come the time when I'm engaging in a full season of Classics in my full Group A spec Volvo 242 GT turbo, or a Lola T70 while I'm dreaming (new built to old specs, of course), I'll still come back to Officiating. I dunno, ask me then, but I reckon I will. Because it offers something else that I've come to really love, and in turn I can offer something to the sport that I love and the Club that has become a part of my life and now contains some of my most valued friends.

Organising motor sport has its particular challenges. I have chosen the tasks that suit me and I see myself as a facilitator. The sense of achievement and joy I get from being part of a good event, a successful day where there's been safety, fairness, and above all else enjoyment is deeply satisfying. On a club day there is sense of friendship. Everyone is glad to see each other, by and large, and a kind of happy competitive atmosphere pervades. It's great fun and I find I'm really missing it in the enforced hiatus. And then there's the bigger events; the State rounds and big circuit events that run over days. The stress is higher and the rewards more of an exhilaration. But the objective is the same, motor sport in safety, in fairness, and in fun. I'm just some guy, but I can be part of running a motor sport event, of racing and competition and helping people enjoy it, and all that good stuff. That makes me feel great.

There have been unexpected benefits too. The experience I've gained from motor sports officiating has been, and still is, invaluable. There are organisational skills and teamwork, both as a leader and a team member, that I have developed directly from motor sport. Risk management, planning and people management too. I believe they played a part in me getting my current job. Then the technical knowledge that can be learned as a scrutineer, or an event secretary, or as a flag or grid marshal. All fascinating and developmental.

You will have gathered by now that I'm making a pitch. If you're reading this, then you probably at least like motor sport. If you're anything like most SDMA members, you love it. So get more involved.

You love to come and compete. But to be able for you to do that there is a small, and I will say slightly overworked group of the usual suspects, who organise and run the event for you. That group is small. It so small that there have been times over the last year that we have had to shuffle rolls, make phone calls and get people out of bed on the morning of the event just to get it under way. That's no way to go.

Becoming a licensed Motorsports Australia (formerly CAMS) official is easy; follow the link at the end of this article. The first level is an online course that takes about half an hour. It's all free and you can get a general licence for club days flagging and helping the scrutineers, or you can go to the top. I have 4 licenses, all the training was free and I could volunteer to be a scrutineer, track-side, or in the Tower at the Supercars or even the AGP. It's exciting and you don't have to do any of that, even at the first you can be involved. And be part of the club.

Here's the Link: <https://motorsport.org.au/membership/officials/signup/terms-and-conditions> or email me and I'll help: rohanthatcher@yahoo.com.au

On YouTube – Malcolm Oastler

Malcolm Oastler, apart from being a keen SDMA member, is also a five time Australian Hill Climb Champion (2014, 2015, 2016, 2018 and 2019) and three time NSW Hill Climb Champion (2015, 2017 and 2019). He has a fascinating series of YouTube videos, principally (but not only) about building his new car to replace the truly beautiful OMS 28 that dominated circuits throughout the eastern states of Australia.

Over the Hill asked Huw, the four legged Team Principal and Head Engineer of Corgi Racing (driver Henry Hilhorst), to review what was on Malcolm's channel, to see whether we really can teach an old(ish) dog new tricks.



As head engineer of *CorgiRacing*, dad suggested I check out Malcolm Oastler on *YouTube*. Hoping to find a way to replace the nut behind the wheel, a rainy day and home isolation, check it out I did.

Dad did watch with me, and the words 'why didn't I think of that' seemed to be a common theme. *CorgiRacing* satellite team (*SparkyRacing*) is presently building a Locost Clubman and dad said a lot of rude words along the lines its 'it's too damn late now'.

The biggest lesson to learn from the *YouTube* clips is the detail and the foresight in future planning. Sorry, forgot you are rev heads—must talk simple Huw! Drilling holes in case you want to add a diffuser later. Drain holes in the floor (dad wishes he'd thought of that for the Formula V before a very, very wet Bathurst State Round).

I thought taking a morning to weld a driveshaft, allowing the shaft to cool and not get brittle, was very interesting. Dad said that 'damn' word again.

The front suspension was simply a work of art and I thought worth a second viewing or three or four. I must say though, I noticed no automatic camber and castor adjustment on all four paws or four wheel drive, something we dogs developed before the invention of the automobile.

A must watch is the modifications to the sump, and check out the bottom of the engine—very nice! Malcolm, when *CorgiRacing* had the Formula V, told dad that he should install a motorbike engine and get rid of the dak dak. Once you run a motorbike engine you never go back to a car engine he said. Dad's theory was the dak dak was air cooled and so it was a motorbike engine. My opinion (the one that matters), is that it was more like a vacuum cleaner engine. Speaking of motorbikes, check out the V8 motorbike in Malcolm's shed.

As part of searching Malcolm Oastler on *YouTube*, there is hillclimb action that pops up which is well worth the watch and proves the need for *CorgiRacing* to change the nut behind the wheel. But it's not like I can fire the old bald guy - he feeds me.



Malcolm Oastler on YouTube: a must see!

Huw Corgi
Team Principal and Chief Engineer, *CorgiRacing*

NEW 60 YEAR LEASE FOR FAIRBAIRN PARK

Fairbairn Park is home to more than the SDMA hillclimb track. Four motorsport clubs operate in the 60 hectare precinct - SDMA, the Canberra Kart Racing Club, the Trials Club of Canberra and the ACT Motor Cycle and Dirt Track Club – and the clubs are ‘tenants’ of the body that runs Fairbairn Park, the Fairbairn Park Control Council(FPCC). The four clubs are also the four equal ‘owners’ of the FPCC - so they are both the tenants and the landlord - and they provide the membership of the FPCC Executive.

FPCC holds the ACT Government lease over Fairbairn Park and one of the issues which has affected all four clubs for a very long time has been the lack of a long-term commitment to Fairbairn Park by the ACT Government. Until 2006, FPCC and the clubs had very uncertain tenure over the site. Essentially, we had no guarantee of occupancy of our track and we could have been told to pack up and leave with only a couple of months’ notice. That was pretty unsatisfactory and gave none of the clubs any capacity to plan for the future. In 2006, the ACT Government agreed to a 20 year lease which, while better than the previous arrangements, didn’t really give us long- term security of tenure. But it was better than nothing and gave us the basis to keep talking to the government.

The good news is that FPCC has successfully negotiated a new lease with the ACT Government - for 60 years starting in May!! Which means that SDMA has security of tenure until 30 April 2080 we now have a permanent home, as much as anything in life is permanent.

This is a huge leap forward for the club. It gives us the basis for long term planning, for identifying the improvements we want to make over a 10 or 20 year time frame and for then organising the resources we will need to make them happen. Things we have talked about for a long time, such as extending the track layout to give us different course layouts, and upgrading our spectator facilities, can now start to be planned in detail, knowing that we have security over the site for the next 60 years.

It also gives us a stronger starting position in terms of trying to improve the current noise management arrangements imposed on the Fairbairn Park precinct by government, which in SDMA’s opinion should now be the FPCC’s highest priority.

SDMA has two representatives on the FPCC Executive – **David Yates** (who is the FPCC Secretary) and **Anthony Hyde** (who is the FPCC Treasurer). Both David and Anthony have put a lot of work into ensuring that SDMA’s views are put to the Executive clearly and effectively and they have both been heavily involved in the work to get the new, longer lease. ***The club thanks both of them for their efforts on SDMA’s behalf.***

SCHEDULING EVENTS AFTER THE COVID-19 RESTRICTIONS ARE EASED

As has already been announced, there will be an additional single lap event on Sunday 22 November to replace the February event cancelled due to the Bushfire State of Emergency (what a year!!!).

The COVID-19 restrictions have forced the club to also cancel the April (Heart Kids), May and June events. The Committee is closely watching the government's comments and announcements on possible easing of those restrictions. For the moment, we're working on the assumption that restrictions on sporting events and gatherings will continue at least until the end of July, even if some other, more personally focussed, restrictions are lifted before then.

The Committee's focus has been on whether we will be able to schedule additional events in the second half of 2020 to make up for some of the events lost due to COVID-19.

Our thinking so far is very preliminary because no-one knows when restrictions will be lifted or whether they will be completely lifted or only lifted in part.

The calendar for the second half of the year currently is:

- Sunday 9 August (one lap)
- Sunday 13 September (one lap)
- Sunday 4 October (one lap, NSW Hill Climb Championship round)
- Sunday 18 October (two laps)
- Sunday 8 November (one lap)
- Sunday 22 November (NEW EVENT -one lap- to replace cancelled February event)

We don't even, at this stage, know whether we will be able to run all those events or what the rules will be: we may, for example, not be allowed to have spectators present and we may have to limit overall numbers (that is, there might be a maximum number of people allowed which would include drivers, officials and pit crews).

We will still have to consider the situation of at-risk groups and be aware that the economic impact of the shutdown may mean that some people won't be able immediately to afford to get back into motor sport, which may affect the number of entries we get.

Once we get going again, there will be issues that we need to start planning for now. Some of our officials may not be available because they may still be advised to avoid large gatherings, so we will need to make sure – well in advance of the events – that we have enough officials available.

Events can't be run without guaranteed advance availability of officials (Event Secretary, Clerk of Course, timing, scrutineers, flag marshals, chock marshals, Pit Stop café, general officials). The impact of COVID-19 underlines even more strongly that we cannot rely on the same people to work at every event. More members will have to step up and help out. Can members please give serious thought to making themselves available to work at events and to getting MA/CAMS officials' licences to help the club build up the pool of officials? Have a look at Rohan Thatcher's article in this edition of Over The Hill to see how you can be part of the happy officials crew: the club will be very grateful.

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



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

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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