



OVER *the* HILL



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

Email: secretary@sdmahillclimb.com

May 2022

PRESIDENT'S REPORT



This issue of *Over The Hill* is a few days later than normal. We usually try to publish on the 1st of each month, but with so many of our events happening early in the month (this time on the first day) there has been a long lag between an event happening and the report of it being distributed in *OTH*. Hence the later publication, which means this issue contains Event Reports for

3 April and 1 May.

We've now had four rounds of the 2022 ACT HillClimb Championship and it's another close contest, with the top four drivers being within two points of each other. We don't have another championship event until August because the June two lapper isn't included in the championship. So it will be fascinating to see if the close contest continues through the final four rounds in the second half of the year, remembering that the 2021 championship was decided by one point.

Despite the general widespread easing of COVID restrictions, electronic registration using the Check In CBR app is still required at hillclimbs. This is because the event is open to the public without any requirement for entry tickets, so there has to be a record of who was on site at each event. The latest (26 April 2022) ACT Government COVID restrictions say:

Certain organised public events that are not ticketed or pre-registered, are also required to use Check-in-CBR. This includes organised events conducted on a one-off or periodic basis which are open to the public and are publicly announced or advertised.

We've confirmed with the ACT Government that this requirement applies to our events. So please help by checking in when you arrive at the track and if you notice other people, particularly spectators, coming into the track without signing in please ask them to comply. We are required by law to follow ACT Government Public Health Directions.

As COVID restrictions ease, we will continue to review the way we run hillclimbs. The intention is to keep those COVID changes which we think have helped us manage events more efficiently (for example, the changes in the way we scrutineer vehicles and driver apparel) and either remove or modify other requirements which we think we can safely get rid of. So please read carefully the event information sent out when entries open to see if any changes have been made.

One unintended consequence of the COVID change to do away with physical driver's briefings (and sign-on sheets) before each event is that some drivers are arriving extremely close to the event start time. We haven't yet had anyone drive in the competitors' gate and go straight to the start pad but a few people have cut it very fine. Competitors are required to be the track by 8.30 to hear the aural Drivers' Briefing over the PA, so if you're tempted to have a few more minutes in bed when it's cold, please don't.

SDMA has been well represented in the NSW HillClimb Championship so far this year. The scheduled first two rounds in March were downgraded to a club event because of the floods in northern NSW and Queensland, so the official first round was at Dapto (the Huntley track) on 10 April. Six SDMA members competed, with Matthew Brown in

the Audi RS4 coming first in his class and second outright, Jason Perkins coming first in his class and 10th outright and John Engisch coming first in his class and 29th outright. Congratulations to all our club members for being part of the state championship: it's a great series which offers the chance to compete at interesting and challenging tracks across NSW.

The next SDMA event is the two lapper on Sunday 6 June, which is always very popular. There is a limit of 40 cars for two lap events, so we will coordinate announcements about opening entries to make sure everyone has equal opportunity to go on-line and submit an entry.

John

EVENT ENTRY FEE REFUND POLICY

A Reminder About the Club's Event Entry Fee Refund Policy.

An entry fee will be refunded if a competitor withdraws from the event before entries close at 8.00pm on the Thursday before the event. After entries close, no refunds will be given except in exceptional circumstances.

This information is included in the Supplementary Regulations for each event (generally paragraph 9). The reason for the policy is that if a competitor withdraws before entries close, there is time for another club member to enter and compete. Withdrawals after entries close can't readily be made up by other members and the club suffers a financial loss.





EVENT REPORT: Round 3 of the ACT Hill Climb Championship Sunday 3 April 2022

The Canberra region was spoilt for motorsport choice on the day, with the *National Capital Rally* on Fairbairn Park's doorstep and many other car shows and events (including the *World Time Attack Challenge* in Sydney) clashing with our hillclimb. To add to the mix, the weather forecast was again decidedly dodgy, but once again the day was fine, although overcast for much of the morning.

41 competitors lined up, with six runs on offer and in total we had 226 runs for the day. For interest, the three events this year (February, March and April) have seen 147 entrants line up for 799 trips around the track. And at each event this year, the Fastest Time of the Day has also been a new class record.

This time **Fastest Time of the Day went to Matthew Brown**, who set a new class record for Type AWD/SV3 over 3000cc of 43.64 seconds, taking 4/100ths of a second off the old mark of 43.68 seconds. Matthew missed the March event because he competed at Mount Panorama in what was originally scheduled as a round of the NSW HillClimb Championship, so the experience of running at the Mountain must have spurred him on to greater things at his home track.

The **Fastest Junior Driver of the Day was Jack Mules** competing in Type AWD 1/2 2001-3000cc, with a time of 53.32 seconds in the Subaru Liberty.

Pedro Hietanen also set a new class record for Type 6 1301-2000cc, taking 0.26 seconds off the old mark of 45.42 seconds to set the new record of 45.16 seconds.

The third event for the year also provided an outright leader in the ACT HillClimb Championship point score: Pedro Hietanen on 31 points drew one point ahead of Martin Crombie, Jon Harrison, David Leaney, Iain Chandler and Warren Spires, each on 30 points.





The full list of class winners is

Type 1/2 Up to 1600cc	Martin Crombie (Holden Gemini)	52.22 seconds
Type 1/2 1601-2000cc	Tomas Streatfield (Toyota Celica)	51.00 seconds
Type 1/2 2001-3000cc	Alex Finch (Mitsubishi Lancer)	51.78 seconds
Type 1/2 over 3000cc	Jason Perkins (McLaren 570S)	45.63 seconds
Type 3 up to 1600cc	James Finch (Honda Civic)	51.16 seconds
Type 3 1601-2000cc	Jon Harrison (Renault Clio)	50.37 seconds
Type 3 over 3000cc	David Leaney (Lotus Evora 410)	46.82 seconds
Type 4 2001-3000cc	John Engisch (Mazda MX5)	48.87 seconds
Type 5 1301-2000cc	Bob Wootton (Wren F2)	50.84 seconds
Type 6 1301-2000cc	Pedro Hietanen (TBC 2C Supersport)	45.16 seconds
Type AWD 1/2 2001-3000cc	Iain Chandler (Toyota GR Yaris)	45.97 seconds
Type AWD 1/2 over 3000cc	Justin Houguet-Poole (Ford Focus RS)	45.79 seconds
Type AWD/SV3 2001-3000cc	Warren Spires (Toyota GR Yaris)	47.62 seconds
Type AWD/SV3 over 3000cc	Matthew Brown (Audi RS4)	43.64 seconds
Type AWD/SV4 up to 1600cc	Jeff Nichols (Westfield SE Clubman)	45.44 seconds

All results are available on the club website, accessible through the 'Results' tab at the top of the home page. The progressive ACT HillClimb Championship point score is also available through the 'Results' tab and is updated after each event.

Thanks again to the officials and volunteers who gave up all or part of their Sunday to come out to do the jobs that are essential to running a hillclimb or who helped out when not driving. *Without them we couldn't run an event:*

- Clerk of Course: Rob Wall;
- Event Secretary: Celeste Oringo;
- Assistant Event Secretary and COVID Checker: Dave Peisley;
- Pit Stop Café: Julie Merz, Liz Hilhorst and Julie Yates;
- Chief Scrutineer: Anthony Hyde;
- Timekeepers: Dave King, David Deaves and Gavin Longmuir;





- Fire and Recovery: Henry Hilhorst and Mike O'Connor;
- Chocks: Col Merz and Geoff Bassingthwaite;
- Flag Marshals: Michael Mann, John Courtney and McKelvy Reed;
- Grid Marshal: David Yates: and
- Announcer: Terry Bennett

Chief Scrutineer's report for 2 March, 3 April and 1 May 2022

Thirty three vehicles were scrutineered at the single lap events on 6 March, 3 April and 1 May: More were programmed for inspection but a number of drivers withdrew from the events, mainly due to COVID isolation requirements but also concerns about possible wet weather.

Overall, the general standard of preparation and presentation was good: Drivers seem conscious of the need to make sure their cars comply with safety requirements and appear to appreciate the safety principles which underlie the requirements.

One matter to mention concerning safety is where manufacturer-installed vehicle seat and mount points are an integrated safety feature and, independent of this, separate mount points have been installed for a competition harness or seat belt.

One first-time-at-Fairbairn Park road registered vehicle was fitted with a 6-point competition harness, plus a standard seat belt. The issue spotted in scrutineering was that two (of four) standard seat mounting bolts were also being used to attach the harness, and worse, the seat frame was used for the dual crutch belt mount points instead of the chassis floor under the seat. Luckily the vehicle had the standard seat belt in place and this was used for the event. So be careful not to 'double load' the mounting bolts if fitting a competition harness – it needs to be a separate installation.



Tech Hint: Race numbers seem to blow-off vehicles at nearly every event and there is a simple solution. The requirement is at least one number is placed on the right hand (driver's) side of the vehicle so the timekeeper can verify the vehicle on the start line against the running order.



Fixing the number(s) on the inside side window allows them to be held in place with just two short lengths of painter's tape, the bonus being this tape does not leave any goeey residue on the duco. For sports cars, there is sometimes little room for a big A4 number on the side window, so an alternative is, once you know your running order number, print at home a number sized to fit the window on your car.



EVENT REPORT: Round 4 of the ACT Hill Climb Championship Sunday 1 May 2022

The weather reminded everyone that winter is on the way (the first zero degrees morning of the year) but in a foretaste of most Canberra winter days, it turned into a glorious sunny day, with the track gripping up as the temperature rose.

The initial entry list was 52 competitors, but three withdrew or failed to appear by the first run (9.00 o'clock sharp!) so 49 starters battled out the day.

The scheduled Clerk of Course, Chris Hardy, was laid low at the very last minute by illness so David Yates stepped into the breach to ensure the event went ahead. Our best wishes to Chris for a speedy recovery and the collective thanks of everyone to David for taking over and running the event so efficiently.

With three runs completed by lunch (the only morning misadventure being Sean Martin spearing his MX 5 off the track at Turn 8 and doing a spectacular handbrake-assisted slide towards the tyre bundles), all was looking good for a six-run day.

Unfortunately that didn't happen because on Run 5 Joe Nathan, making a return to SDMA after seven years, suffered a mechanical calamity when his Toyota AE86 Levin decided to pop a conrod out of the block, leaving a large trail of oil on the track.

Cue much hard work by event officials Col Merz, Henry Hilhorst, Mike O'Connor, Lyell Reid and Tyree Stars and drivers Martin Crombie, Todd Wilson and Toby Wilson, who quickly volunteered to help out. The mess was cleaned up but the time lost meant that only five runs were now possible.





Toby and Todd Wilson starred in another highlight of the day when they both recorded the identical time (49.507 seconds) on the third run in Todd's RX 7. Father and son, same car, same run, same time – to within 1/1000th of a second. Quite remarkable – and something that both will undoubtedly remember for a long, long time.

Fastest Time of the Day went to **Matthew Brown** in Type AWD/SV3 over 3000cc, who took the Audi RS4 wagon round the track in 44.02 seconds.

Fastest Female Driver of the Day was **Celeste Oringo** in Type 1/2 2001-3000cc, who piloted the Mitsubishi Lancer to a time of 53.91 seconds.

Fastest Junior Driver of the Day was **Andrew Ericson** in the Suzuki Swift, shared with his father in Type 1/2 up to 1600cc, with the very creditable time of 53.70 seconds. It was an impressive result for Andrew's first event in the Suzuki having previously competed in the family Hyundai Excel.

Another junior, Thomas Davis was competing at his first ever event, sharing Conor Longmuir's MX5 in Type 1/2 up to 1600cc. Thomas's first run was 71.77 seconds but by his third run he'd dropped that to a very creditable 59.60 seconds. SDMA looks forward to seeing Thomas at the track again.

There was also a very close tussle for placings in Type 3 over 3000cc, with the top three finishing with 0.25 seconds between first and third.

One new class record was set: **Pedro Hietanen** again lowered the record for **Type 6 1301 - 2000cc**, which he only set four weeks earlier at the 3 April event. He took 0.18 seconds off the old (???) – not really that old at all) mark of 45.16 seconds to establish the new record of 44.98 seconds. Pedro is certainly enjoying his return to hillclimbing.





The full list of class winners is

Type 1/2 up to 1600cc	Martin Crombie (Holden Gemini)	52.10 seconds
Type 1/2 1601-2000cc	Steven French (Mazda MX5)	50.09 seconds
Type 1/2 2001-3000cc	Tony de Vries (Mazda RX8)	50.52 seconds
Type 1/2 over 3000cc	Jason Perkins (McLaren 570S)	46.80 seconds
Type 3 1601-2000cc	Jon Harrison (Renault Clio)	50.60 seconds
Type 3 2001-3000cc	Todd Wilson (Mazda RX7)	49.50 seconds
	Toby Wilson (Mazda RX7)	49.50 seconds
Type 3 over 3000cc	Toby Findlay (BMW F30 335i)	47.97 seconds
Type 4 up to 1600cc	Joe Nathan (Toyota AE86 Levin)	48.91 seconds
Type 4 2001-3000cc	Ryan de Vries (Toyota XT)	56.15 seconds
Type 5 1301-2000cc	Bohun Martin (BMR Genesis-R)	45.01 seconds
Type 6 1301-2000cc	Pedro Hietanen (TBC 2C Supersport)	44.98 seconds
Type AWD 1/2 2001-3000cc	Iain Chandler (Toyota GR Yaris)	46.26 seconds
Type AWD 1/2 over 3000cc	Scott d'Este (VW Golf Type R)	46.75 seconds
Type AWD/SV3 over 3000cc	Matthew Brown (Audi RS4)	44.02 seconds
Type AWD/SV4 up to 1600cc	Jeff Nichols (Westfield SE Clubman)	45.11 seconds
Type AWD/SV4 over 3000cc	Lance Arundel (Subaru WRX Sti)	44.85 seconds

All results are available on the club website, accessible through the 'Results' tab at the top of the home page. The progressive ACT HillClimb Championship point score is also available through the 'Results' tab and is updated after each event.

Unfortunately printer problems prevented certificates for class winners and outright winners being produced on the day. They will be printed in the coming week and will be distributed at the two lapper on 6 June, or posted if requested. Please e-mail the Event Secretary if that's your preference.



Thanks again to the officials and volunteers made the event possible. Without them we can't do it:

- Stewards: Helen and Mick Nichols
- Clerk of Course: David Yates;
- Event Secretary: Celeste Oringo;
- Pit Stop Café: Julie Merz, Julie Yates, Liz Hilhorst and Pamela Master;
- Flag Marshals: John Courtney, Lyell Reid and Tyree Stars;
- Chief Scrutineer: Anthony Hyde;
- Timekeepers: Dave King, David Deaves and Gavin Longmuir;
- Announcer: Terry Bennett
- Fire and Recovery: Henry Hilhorst and Mike O'Connor; and
- Chocks: Col Merz, John Templeton and Ross Samuelson.



MAKING SURE YOUR ENTRY IS CORRECT

Most competitors know which Type and sub-class their car should be entered in at an event, but sometimes mistakes happen. New drivers aren't sure, an established driver gets a new car or someone hits the wrong key when filling in their online entry form.



On the tried and true principle that it's better to be safe than sorry, please check your entry carefully before pressing the *submit* button.

An important point is that SDMA refers to generic competition classes as Types. So in general terms Type = competition class. Engine capacity then determines the subclasses of a Type.

If you're unsure about your car's Type, the first port of call is the club website www.sdmahillclimb.com.au

Go to **Competitor Information**, click on the "**Vehicle Types and Classes**" tab on the right hand side of the page and it will open a page headed "*What Hillclimb Class am I in?*" This gives a good step by step summary of the considerations which determine the Type for your car.

For a more detailed explanation, click on the "*Full Types and Classes*" tab on the right hand side of the page.

If you are still unsure, get in touch with the Event Secretary whose contact details are listed in both the Event Supplementary Regulations (the "Supp Regs" you hear everyone talking about and which you are required to read before each event) and the online entry form, both of which are part of the Online Entry System.

And if, after all this, you still have questions, feel free to ask the Event Secretary or the Chief Scrutineer on the day, BUT BEFORE THE EVENT STARTS!

WE (STILL, ALWAYS!) NEED OFFICIALS!

At our last few events we've been fortunate to have had enough members working as officials for us to run successful and entertaining hillclimbs, so many, many thanks to everyone who has helped.

But we still rely heavily on a very small and dedicated group of people who cheerfully and regularly give up a full day to be a flaggie, a chock, an assistant scrutineer or a general official.

We need a bigger group of people prepared to be officials so that we can share the workload and cover absences. The advantages of sharing are obvious: the load is less for everyone and the enjoyment of the whole day is greater.

Putting in half a day flagging, chocking, helping with set up or with packing up is easier than spending a full day, and gives officials the chance to watch the racing and to catch up with friends and club mates.

**So the bigger the pool of officials we have,
the easier it is for everyone.**

If you're interested in getting an officials' licence, go to the Motorsport Australia website: (www.motorsport.org.au).

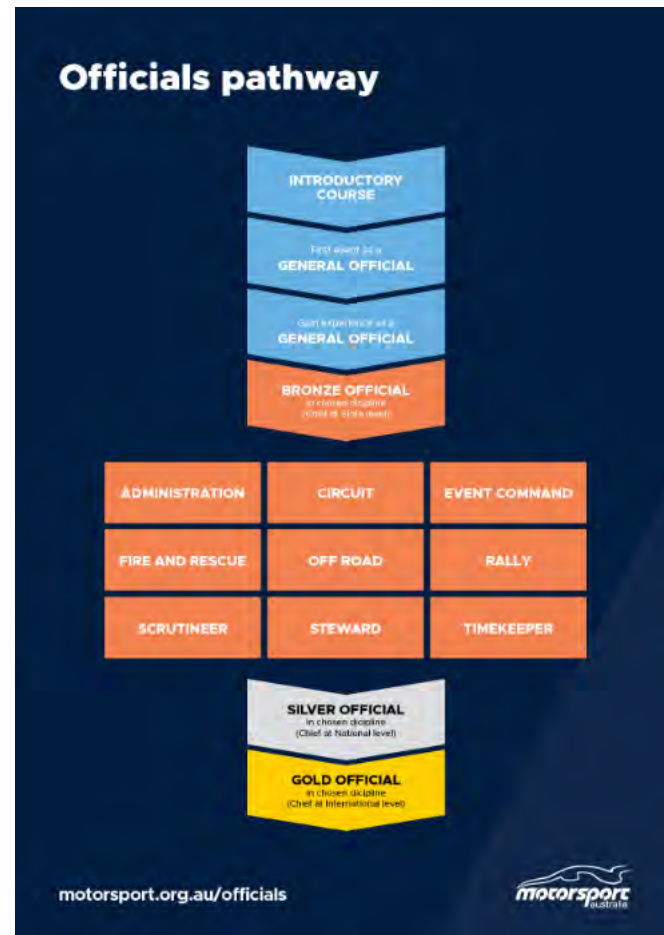
Use the "Sign up" button at Get started/Officials or use the link <https://motorsport.org.au/membership/official> . There's no charge for an Officials Licence.

DO YOU HAVE A MOTORSPORT AUSTRALIA OFFICIALS' LICENCE – CURRENT OR EXPIRED

A number of club members have Motorsport Australia Officials licences so that they can help run events. SDMA thanks them very much for that because without accredited officials and volunteers we can't stage hillclimbs.

But at the moment we don't have an accurate list of everyone who has an officials licence. This sometimes makes it difficult when we are planning an event.

If you have an Officials Licence, or have had one which you think has expired, can you e-mail John Templeton (at president@sdmahillclimb.com) to tell him your Motorsport Australia ID, your type of licence and its expiry date.



SDMA 2022 CALENDAR:

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.

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

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

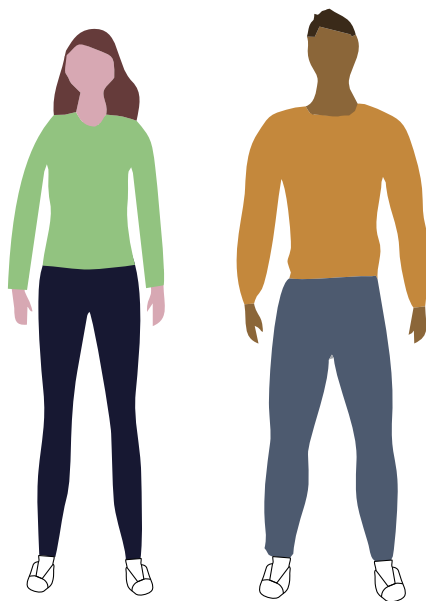
References

Motorsport Australia Return to Race – Scrutiny of Vehicles and Apparel_V1
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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

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 2021-2022 COMMITTEE

President:.....John Templeton

president@sdmahillclimb.com

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

Secretary:.....Dave Peisley

secretary@sdmahillclimb.com

Treasurer:.....Alex Hitch

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

- 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

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



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. 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!

