

Over The Hill And Round the Bend

Southern Districts Motorsports Association
PO Box 1484
Queanbeyan NSW 2620

Email: secretary@sdmahillclimb.com
December 2004

Notes

Christmas Party – see inside for further information – if you wish to be fed at the BBQ you need to read the invitation inside.

HILLCLIMB SUNDAY 5 DECEMBER – HAVE YOU ENTERED FOR THE LAST EVENT OF THE YEAR??? If not and you intend to contact Andrew Towndrow the Assistant Event Secretary.

Shirts – see article inside.

Vice President	Andrew Oldfield	0408 308 490
Secretary	David Yates	6238 2259
Assistant Secretary	Kelly Edwards	0422 760 729
Treasurer	Rae Ryan	0402 142 786
Public Officer	Paul Grellis	6299 2999
Club Captain	Terry Bennett	6288 7207
Magazine Editor	Barbara Bennett	6288 7207
Publicity Officer	Barbara Bennett	6288 7207
Membership	Terry Bennett	6288 7207
General Members	Leon Nolan, Col Merz, Tricia Charlton, Tony Charlton, Graham Charlton, Eva Firminger John Stewart	

As always if you have anything to contribute to the newsletter please send it to us at tandb@actewagl.net.au or phone us on 62887207. Reports and items of interest should be sent to us before the 25th of the month. .

Welcome to our new club members, we look forward to seeing some of you at our monthly meetings which are held at the Western Districts Rugby Union Club, the 3rd Tuesday of each month at 7.30pm.

No Presidents report this month.

Three men and an XR6

What would you do if you had a month off, access to a new XR6 Falcon and a couple of good mates with similar free time - why take the car for a quick run to see how it goes.

The car was a blue BA turbo Falcon, manual with 17" wheels. We set off from Canberra in October 2003 with only 1,200 kilometres on the clock and rolled back into town 24 days later showing 17,200 kilometres, having had a flying trip of most of Australia, a trip distance of 15,998 Kilometres.

Three of us travelled from Canberra to Perth via Darwin and Broome with full load of gear including camping equipment. Noddy Grayson and I drove back from Perth to Canberra, as Rod Noller had to fly home for work. The car was absolutely fantastic, extremely comfortable and very reliable.

Well where did we go - as the song says, we went everywhere man - almost circling Australia in an anticlockwise direction !! Overnight stops were :

Cunammulla (via Bourke) - Longreach - Mt Isa - Katherine - Kakadu -

Darwin (2 nights) - Halls Ck (via Kunnunnura) - Broome (3 nights) - Exmouth - Geraldton (via Coral Bay) - Freemantle (2 nights) - Mandurah (via bottom tip of WA) - Albany (via Perth) - Balladonia Roadhouse on the Nullabour (via Esperance) - Streaky Bay S.A. (via Ceduna) - Nurioopta (Barossa Valley) - Halls Gap (Grampians) - Melbourne (via Great Ocean Road) - Bright (via Mt Hotham) - Jingelic (on Murray River) - Canberra (via Tumut)

Distance travelled	15,998 kilometres in 24 days
Longest day	1,383 Kms Halls Creek to Broome
Shortest day	walking to the bar on the beach at Broome
Fuel used	1,856 litres (similar to the other liquids consumed by us)
Average fuel consumption	
- Canberra to Perth	12.5 L/100Km
- Perth to Canberra	10.5 L/100Km
Best consumption	9.8 L/100km
Worst consumption	14.6 L/100kms (in NT).
Fuel cost	\$2,021 = \$1.09 average per litre.
Dearest Fuel	\$1.34 per litre on the Nullabour.
Cheapest fuel	\$0.83 per litre at Mt Isa - you tell me why.

As we were running the car in, we car we did not go much over 200 kph in the NT as we did not want to damage it. Mile after mile of dead straight, boring roads, which explains the fuel consumption in NT.

No Traffic infringements. One chat from a friendly WA policeman in the middle of no-where reminding us the limit was only 110 and that we should use the cruise control (a lucky escape).

We saw only one highway patrol from Canberra through NSW, QLD, NT and WA. Two were seen on the Nullabour. In the first 300 Km of Victoria we saw about 12, not counting the speed camera's, etc. A hand held UHF radio was a very helpful and entertaining device.

We had only one car incident when it stopped in Victoria going up Mt Hotham. Diagnosis was engine cutout activated due to oil temperature/level - as we were doing a run up the mountain in 2nd and 3rd gear with all the coolers blocked with grasshoppers and lowish oil level. We let the car cool and topped up ½ litre of oil and it restarted and drove home perfectly.

A great advertisement for the new Ford - the turbo was fantastic with effortless performance and it was very comfortable. We never hopped out complaining of discomfort, just ready for a quiet ale to end a great day.

What a fantastic country. There were so many highlights that I couldn't list them all, with every part of the country so different and everywhere we stayed having many

attractions to see. Despite the distance we traveled, we still got to see a lot of the highlights and know where we want to go back to.

The best driving was through the mountains in Victoria (Bright - Tumut), through Kakadu and in the south of WA as there were good stretches of road with lots of corners. There were lots of long straight stretches, but the road condition was surprisingly good in all states.

We made sure we were off the road by dark each night due to the abundance of wildlife, particularly in northern NSW and Qld. WA was pretty good for native animals, but plenty of stock on unfenced roads. Victoria had the wildlife with little blue lights on the roof.

Things to see include the Stockman Hall of Fame and Qantas museum (including a 747 with internal panes removed) in Longreach, Katherine river and gorge, Kakadu, Underground oil storage in Darwin, Cullen Bay in Darwin (had a drink with the Broncos who were on their end of year trip), Cruise on Darwin harbour, Broome pearling museum, a crocodile farm (we went to Broome and they are awesome up close), Coral Bay reefs and beach (near Exmouth), Car museum at Freemantle and Freemantle generally, Whaling museum at Albany, and skimpy hour at the Albany hotel (the town is so poor the barmaid couldn't afford much clothing), the Barossa, the Grampians, Great Ocean road and the mountains around Bright.

Places that are on my must go back to list are the Broome to Coral Bay stretch of WA, Kakadu and Katherine region, south corner of WA, the Grampians in Vic and the Albany hotel.

The place to avoid is Halls Creek - the razor wire on top of the colorbond fence surrounding the caravan park was a giveaway.

The absolute highlight of the trip (even better than skimpy hour at the Albany hotel) was a seaplane trip out of Derby/Broome. Jump into a 10 seat seaplane and take off from Derby airport and fly north for an hour over the magical Buchaneer Archipelago. Then using a dam busters approach down a gorge through a 500' cliff, land on a narrow inlet in the middle of nowhere (like landing on the cotter dam). Jump into a 10 seater catamaran with twin 225hp motors and take a leisurely run at 40 knots up to the horizontal waterfalls - caused by the massive (10 metre) tides coming through the narrow opening in the gorges. Drive up into the horizontal falls using the sheer grunt of the motors (awesome) and then run back for an afternoon tea on a house boat and look for the tame shark and crocodile. Jump back into the seaplane and hanging off the turbo-prop climb back up over the cliffs for a nice flight home - an unbelievable experience and an absolute must do if you get to Broome.

Ah - what am I doing at work writing this, rather than out there doing it!!!!!!!!!!!!!!
Peter Browning

Subject: TOP FUEL DRAGSTER INFO

One Top Fuel dragster 500 cubic inch Hemi engine makes more horsepower than the first 4 rows at the Daytona 500.

* Under full throttle, a Top Fuel dragster engine consumes 1½ gallons (6 litres) of nitro methane per second; a fully loaded 747 consumes jet fuel at the same rate with 25% less energy being produced.

* A stock Dodge 426 cubic inch Hemi V8 engine cannot produce enough power to drive the dragster's supercharger.

* With 3000 CFM of air being rammed in by the supercharger on overdrive, the fuel mixture is compressed into a near-solid form before ignition. Cylinders run on the verge of hydraulic lock at full throttle.

* At the stoichiometric 1.7:1 air/fuel mixture for nitro methane the flame front temperature measures 7050 degrees F.

* Nitro methane burns yellow. The spectacular white flame seen above the stacks at night is raw burning hydrogen, dissociated from atmospheric water vapour by the searing exhaust gases.

* Dual magnetos supply 44 amps to each spark plug. This is the output of an arc welder in each cylinder.

* Spark plug electrodes are totally consumed during a pass. After 1/2 way, the engine is dieseling from compression plus the glow of exhaust valves at 1400 degrees F. Cutting the fuel flow can only shut down the engine.

* If spark momentarily fails early in the run, unburned nitro builds up in the affected cylinders and then explodes with sufficient force to blow cylinder heads off the block in pieces or split the block in half.

* In order to exceed 300 mph in 4.5 seconds dragsters must accelerate at an average of over 4G's. In order to reach 200 mph well before half-track, the launch acceleration approaches 8G's.

* Dragsters reach over 300 miles per hour before you have completed reading this sentence.

* Top Fuel Engines turn approximately 540 revolutions from light to light!

* Including the burnout the engine must only survive 900 revolutions under load.

* The redline is actually quite high at 9500 rpm.

* The Bottom Line; Assuming all the equipment is paid off, the crew worked for free, and for once NOTHING BLOWS UP, each run costs an estimated \$1,000.00 per second. The current Top Fuel dragster elapsed time record is 4.441 seconds for the quarter mile (10/05/03, Tony Schumacher). The top speed record is 333.00 mph (533 km/h) as measured over the last 66' of the run (09/28/03 Doug Kalitta).

Thanks to Anthony Hyde for the above contribution

For those who don't know the history of the club SDMA was formed in 2000 after Tom Ballard organised a Public meeting of friends and past CARA members when he heard that the ACT Government was looking to have the hillclimb track used again. At this meeting there were approx. 40 people, most of whom put their names down to join the new club so that they could go hillclimbing. A committee was appointed to get the club up and running and following on from this, the club decided on a name and adopted a constitution. The club members decided that we needed a logo, so out went the call to club members to design a logo to promote what we do. Club members put forward their designs and the club members voted, Tom Ballard Jnr was the winner of the competition, the design was refined and what we have on the shirts and caps today is the final version.

After discussions at the last club meeting I have been checking out the costs for additional promotional gear. The suggestions put to me included the availability of long sleeve cotton T-shirts, Rugby shirts with collar and also Polo shirts, if you think you would be interested in any of these items please let me know and I can do some more checking. If it is decided that we are going to add to the promotional gear we already have, members will probably have to preorder and pay for the item they would like to buy. I will be putting forward some ideas at the next committee meeting. I would like to know how the club members feel about these options. With the availability of long sleeve tops in natural fibres we would be able to wear them while competing. Any comments please give me a call 62887207 or email me - Barb

**CONFEDERATION OF AUSTRALIAN MOTOR SPORT (CAMS)
MEMORANDUM - 22 November 2004**

CAMS TO REVIEW ITS NATIONAL OFFICIATING PROGRAM

The CAMS National Officiating Program (NOP) is to undergo a formal review to ensure that it continues to meet the needs and expectations of event organisers, category managers, competitors, officials and affiliated clubs.

Since 1995 the NOP has expanded to include all disciplines of CAMS authorised motor sport and all categories of officials. With more than 9,000 volunteer officials currently accredited, training has been extended to include e-learning and a trial has commenced to reduce the processing time for officials' licences.

Whilst there is now more emphasis on the value of volunteer officials across all levels of motor sport competition, many other changes have occurred within the sport during this time. These changes include the growing commercialism at the elite level and an increased focus on risk management.

CAMS Chief Executive Officer, Dr Rob Nethercote, explains further.

"As part of the CAMS strategic plan, a comprehensive review of the NOP will be conducted and this will involve representation from all CAMS stakeholders. One of the real benefits of this process will be an increased sense of ownership at all levels," said Nethercote.

"The NOP is already recognised as a world leader in motor sport officiating and we expect the review to further enhance the international standing of CAMS as a professional and inclusive organisation."

The review process is expected to begin in early 2005 with workshops planned between January and April. Implementation of recommendations will commence during the second half of 2005.

Calendar of events

December		
5th	<i>Hillclimb</i>	<i>Fairbairn Park</i>
12th	Christmas Party	Fairbairn Park

**DataVoice Communications was once again our Major sponsor
Ph: 6260 1111**

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Risetop Construction Don't have contact details - talk to Pedro	Royal Wolf Containers and/or Storage Ph: 1300 651 700
Dave King Electronic Timing Mawson ACT 02 6286 1214	Please support our event sponsors above

For sale

HAVE YOU GOT YOUR SDMA HAT, T-SHIRT, STICKER and of course – your number plate frame - its time you did. For those of you who haven't purchased these important items the prices are shown below. Contact Col Merz if you want to purchase these items or buy them next time you are at a hillclimb

Hats \$15.00 SDMA cloth patches \$5.00 T-shirts \$20.00
Number plate frames \$8.00 pair

FOR SALE:

MAZDA RX7 SERIES 3 1985

12A Rotary with 5 speed manual - ACT Registration to 05/2005

FACTORY OPTIONS :

- Sunroof – removable steel
- Cruise Control
- Air-conditioning
- Electric mirrors and windows
- Stereo (good for 1985)
- Two tone paint and RED side stripe (much faster)

MODIFICATIONS :

- Mild/Street ported 12A with good internals (built by Reliance Automotive)
- Extractors and 2 ½" exhaust
- Heavy duty Mazda clutch
- Mazda carby modified to mechanical secondaries
- Triple core radiator (Series 2 style)
- Bottom mount oil cooler (Series 2 style) with new oil lines
- Limited Slip Differential 4.77 : 1 (and gear reducer to correct speed)
- Koni red internally adjustable shock absorbers front and rear
- Whiteline adjustable sway bars front and rear
- Bushes upgraded
- Pedders/Kings lower and stiffer springs front and rear (not fitted)
- Sports steering wheel
- Sparco alloy pedal pads

\$8,800.00

PETER 6254 6824 0408 635 650

Also available 15 x 6" Performance mag wheels and 195x55x15 Azenis tyres
– say \$9,500 for the lot.

Please remember that if you advertise an item for sale, please let me know when you sell the item. Ads will be removed after 3 months Barb

BLAST FROM THE PAST

Secretary's Report from CARA (Canberra Automobile Racing Association) Newsletter October 1986

"The CAMS track inspection went very well for the club as we're now licenced for lap-dashes with two cars on the track, a ½ lap apart. We've one problem area to address, cutting into the bank at the old top corner, and given the eagerness of one car to climb that bank the other day, it's high on our priorities. The Kart track inspection was done some weeks ago, so the committee discovered by accident and we've requested a copy of the track inspection report so that we can immediately address some of their barrier requirements. The ACU track inspection was made last week-end, with a generally favourable reaction, but requiring some cleaning of the track verge and installation of two gravel traps. A working bee is to be held 11.10.86 to finalise barrier construction, so please help ...bring trailers, shovels, rakes, spray painting equipment, generator, mower, etc."

Even in 1986 the controlling club weren't told what the track was licenced for – I think we have heard this licencing story recently.



A quick message from the Editor and the Editors Assistant

Thanks to the club members who have assisted with the magazine by supplying articles of interest, jokes and adverts during 2004. The first mazagine for 2005 will not be in your letter boxes until February. Your hillclimb calendar for 2005 is attached.

We would like to wish you all a healthy and happy Christmas and will see you back on the track in 2005.

Barbara and Terry

FACILITY NEWS

Great news – the **power is now connected** and we have the luxury of flicking the switch instead of having to start the generator. I am sure the scrutineers will appreciate the peace and quiet on Sunday morning. Mathew Roberts has also completed stage 2 of the electricity project with power lines running from the Pit Stop Café to Dave King's timing tower and a lighting circuit to the toilet block. The connection of power is a huge step forward for the club and will enable us to install security lighting and alarms.

However, it appears all things come at a cost as ACTEW drove a truck over the start pad and ripped down our overhead cables that control the timing gear, sound meter and the temporary power cable. So much for their motto of "look up and live".

Clive Carling has finished the new roadside signs and an unofficial working bee was organised to do the fixing on a cool and windy Sunday morning. My thanks to David, Terry, John T and John S for making themselves available at short notice. The result is fantastic and puts our hillclimb on the map.

My thanks to the handful of volunteers that turned up for the track maintenance day on Saturday 27 Nov. First job was to repair the cables that ACTEW tore down and Mathew Roberts and David Yates worked hard for several hours and decided to re route the sound meter cable right out of the way -- on top of the 7 metre poles. The only danger now will be from low flying aircraft. John Stewart took the opportunity to dismantle the old and ugly temporary power cables that have served us well in the past. The old hardwood posts refused to lie down and die until Geoff Richardson hooked them onto his turbo diesel. Treasurer Rae Ryan called in to sort out the finances and catering needs for next Sunday. Ken Urquhart towed his Kubota tractor all the way from Moss Vale and spent the day mowing in the rather unpleasant hot and dry conditions before a two hour drive back home. Many thanks Ken. The afternoon shift arrived (Andrew Merz) and did some general cleaning up but we all ran out of time to mow the grass in the pit area. Maybe next time if we get a few more workers.

Cheers for now
Col Merz



Southern Districts Motorsports Association

Invites you to the annual Christmas BBQ

and Awards presentation on

Sunday 12 December from 12.00 noon

at the circuit, Fairbairn Park

Meat, salads and soft drink will be provided by the club for members, their partners and children.

BYO, Alcohol, Plates, drinking vessels, knives and forks and chairs

RSVP to Rae on 0402 142 786 by Thursday 9 December or register your attendance and how many will be attending with you, at the hillclimb on the 5th December so that the club knows how many they need to feed - Tickets will be issued and handed out on the day so make sure that you let us know you are coming.

Minutes of SDMA Club Meeting – 16 November 2004

Meeting opened 19: 37

Apologies: *Eva Firminger, Col Merz*

Correspondence in

- *Statements from Snowy Mountain Credit Union for working account and investment account.*

President's report

John mentioned the task list for track maintenance days published in the magazine. He encouraged SDMA members to attend the maintenance day.

John thanked Bryan Collins, Reinder Smeenge and Luke Wise for their work on the SDMA website. Reinder and Bryan will be developing a forum for the website.

John thanked Col and Clive for two large signs now out at the track.

Secretary's report

David said the power would be connected at the track in the week commencing 22 November.

David said tasks for the next maintenance day would focus on lawn mowing and removal of briars and other weeds. Rae mentioned Geoff had purchased a brushcutter to donate to the club.

David said the dates for the 2005 NSW Hillclimb championship were now on the website.

David asked club members if there was interest in a 'touring road event' in late January/start February. Substantial interest was shown and David will organise this event.

John Stewart asked if the club could organise a motorkhana on grass. There is a grassed area next to the entrance of Fairbairn that the club could use. This will be discussed at the next committee meeting.

Treasurer's report

Rae reported on SDMA's finances. The balance of the SDMA working account was around \$16700 at the end of October. The capital account

has a balance of around \$23000. Rae said she banked \$3500 after the last event and a cheque had been written for \$1320 for the signs.

Publicity Secretary/Magazine Editor's report:

Barbara recently updated the ACT government and 'Getout' websites with future SDMA events.

Barbara said there was a mention in the Chronicle of the last event and the results were published in the Canberra Times. Barbara will send a press release to the Canberra Times before the next event

At the last committee meeting Leon was asked to see if there were any journalism students at ANU interested in writing articles for the SDMA magazine. Leon determined there were no journalism courses at ANU. So Barbara has decided she will nominate one person per month to write an article. This month Brian Fenwick/Tony Smart were nominated to write about their participation in Dave King's hillclimb.

Club Captain's report:

Terry reminded club members about Dave King's hillclimb at Wakefield Park on 20 November.

General business

Graham Charlton said when he took over from John as Grid Marshall he noticed many drivers were wearing joggers. Graham wondered if this met the clothing regulations for drivers as many joggers were made of synthetic materials. Barbara will put a short article in the magazine reinforcing the need for drivers to wear natural fibre clothing and shoes, with long pants and long sleeves.

Reinder asked if the SDMA merchandise could be updated. Barbara will put a short article in the magazine about styles of merchandise available and seek interest/orders from SDMA members. This way SDMA members can pay and then the merchandise can be ordered.

Tom brought a donation from Ian Holden of some old magazines from the previous hillclimb clubs who had run at Fairbairn Park.

Meeting closed: 20.30

Next page are the Club Champion current score and the Drivers Championship current point score

Name	Jan	Feb	Mar	apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
D.Yates	19	18	11	21	11	22		11	20	10	18		161
C. Merz	12	7	8	31	10	20		11	20	10	16		145
J.Templeton	13	1	7	11	11	1	10	10	1		11		76
P. Charlton	1	12	13	12	11	2	10	11	1	1	1		75
P. Grellis	1	12	3	11		12	20	10			1		70
T.Bennett	7	9	7	12	1		1	11	12	1	8		69
J.Stewart		14	10	11	1	10		5	6	5	7		69
A.Donne	6	8	11	11	10		10		10				66
G.Richardson	1	11	12	21					10		11		66
T. Charlton		2	13	12	1	12	10	11	1	1	1		64
A.Hyde	4	11	7	10		1	10	10	10		1		64
J.Merz			12	10			10	10	10		10		62
G Charlton	1	2	10	2	1	12	10	11	1	1	11		62
B.Bennett	1	3	7	11	1		1	11	12	1	12		60
J.Yates			6	10			10	10	10		10		56
K.Edwards	1	11	11	11	1	1	1	10	2	1	2		52
Rae Ryan		1	12	1			10		11	1	11		47
B.Fenwick		11	6	2		1	1	6	12	1	3		43
L.Nolan	1	4	2	12	11	2	1	1	1	5	2		42
D.Stewart		4	10	10						5	10		39
K.Urquhart		2	1	1		1	1	2	2		21		31
A.Oldfield	1	11			1	2	1	10	2		2		30
A.Merz		1	6	1				11			7		26
L.Stewart				10					10		5		25
S.Byrne	1	16		1				5	1				24
M.Crombie	1	11	6	1		1	1	1	1		1		24
H.Hilhorst		1	1	12	1	2	1	1	2		2		23
M.Daus			1	10	10								21
E.Wolfhagen		4	2	10				5					21
J.Eather								10			11		21
B.Kraal									10		10		20
L.Reid						11		6	1		1		19
B.Fox		1		1		1		10	2	1	2		18
M.Edwards			16										16
L.Wise	1	10						5					16
S.Sheard		1		1		1	1	1	1		10		16
T.Smart		1	6	2			1	1	2		3		16
T.DeVries		1		10		1	1	1	1				15
J.Taylor		1		11		1		1			1		15
S.Taylor		1		11		1					1		14
M.Hilhorst		2	1	2	1	2	1	1	2		2		14

R.Wise												10	1				11
B.Collins												5	2	2		2	11
R.Abbott															10		10
P.Browning	1	1							1			2		1	1	1	9
P.Hietanen				2	1	1								2	1	2	9
A.Hollins		1	1									1	1	2	1		7
J.Hawkins				6													6
C.DeVries		1			1					1	1	1	1				6
M.Nordsvan		1									1	1	1		1		6
R.Smeenge													2	2		2	6
M.Dunning		4														2	6
P.Pratt		1	1	1											1	2	6
M.Suine		1								1					1	2	6
D.Suine										1		1		1	1	2	6
J.Gribbin																6	6
A.Towndrow		1	2	1	1												5
T.Moore	1	1								1							4
H.Ruuskanen										1			1		1	1	4
J.Phillip		1											1	1	1		4
M.Neal	1	1												1		1	4
M.Notaras		1										1	1			1	4
P.Wyatt	3										1						4
J.Edwards														1	1		4
S.Arthur		1											1	1			3
I.Smith		1													1	1	3
V.Pocknall														1	1		3
R.Wall														1	1		3
L.Burton										2	1						3
T.Ballard Snr										1		1				1	3
R.Noller															1	2	3
K.Lau														1		2	3
M.Ellem		1															2
C.Grohs		1									1						2
A.Rewell		1															2
W.Rewell		1															2
M.Reardon											1		1				2
R.Lewis															1	1	2
B.Faux															1	1	2
Mi. Joyce															1		2
Mat.Joyce															1		2
P.Wall															1	1	2
M.Guyatt											1	1					2

J.Healey									1		1		2
S.Wile											2		2
P.McPherson											2		2
A.McInnes		1											1
D.Grlec		1											1
G.Rath		1											1
J.Ewing		1											1
M.Roberts		1											1
J.Thow			1										1
J.Marinov				1									1
M.Roach				1									1
P.Bruce				1									1
D.Shead				1									1
L.Coot				1									1
S.Crowe				1									1
A.Hall				1									1
J.Davy				1									1
M.Sugerman				1									1
G.Monte				1									1
I.Wise	1												1
T.Ballard Jnr			1										1
D.Scott								1					1
J.Coleborne									1				1
J.Waterhouse									1				1
J.Bullen									1				1
P.Suine										1			1
K.Somers										1			1
M.Cardwell										1			1
C.Scott										1			1
W.Scott										1			1
A.Kemp										1			1
K.Kemp										1			1
L.Smith										1			1
M.Pocknall											1		1
S.Harbers											1		1
G.Angel											1		1
T.Galea											1		1
D.Merz											1		1
R.Edwards											1		1
I.Gribbin											1		1
K.Gribbin											1		1

RESULTS FOR - CLUB CHAMPIONSHIP FOR 2004 to end November

DRIVERS CHAMPIONSHIP FOR 2004 to end of November

	15-Feb	18-Apr	6-Jun	4-Jul	1-Aug	5-Sep	7-Nov	5-Dec	Total
M.Nordsvan	9	7	20	8	7	8	9		68
M.Crombie	20	7	8	8	8	8	7		66
K.Urquhart	7	7	8	8	8	8	20		66
B.Fenwick	20	6	8	7	7	8	8		64
T.Smart	8	7	20	7	6	7	7		62
S.Sheard	6	6	8	7	5	8	20		60
T.Bennett	7	7		8	7	20	8		57
L.Nolan	20	6	8	8	5		8		55
C.DeVries	6	7	7	20	6	7			53
M.Suine	7	6	7	20		6	5		51
T.DeVries	7	20	8	3	4	5			47
C.Merz	8	5			7	20	7		47
D.Suine	8	7	8		7	7	8		45
T.Charlton	6	7	5	20	5				43
A.Merz	7	4	20		6		6		43
A.Oldfield	20		6	8		5	3		42
G.Charlton	6	6	5	20	4				41
D.Yates			8		6	20	6		40
P.Charlton	6	4	5	20	3				38
M.Hilhorst	4	5	5	7	4	8	5		38
B.Bennett	5			7	6	20			38
K.Edwards	20			6		5	6		37
H.Hilhorst	4	4	5	8	4	7	5		37
A.Donne	4	6	20				7		37
S.Taylor	7	6	8		6		7		34
S.Byrne	20	5				7			32
T.Moore	8	7		8	7				30
E.Wolfhagen	8	20							28
R.Wall				6	5	8	7		26
J.Taylor	6	7	7				6		26
J.Stewart	20						6		26
J.Phillip	8				7	9			24
B.Collins				6	5	6	7		24
R.Smeenge				7	4	6	5		22
A.Kemp			8	7	7				22

P.Wall				7	6		8		21
P.Pratt		4				8	8		20
M.Notaras	7			8	6				21
L.Wise	20								20
J.Templton	20								20
J.Edwards		7	6		7				20
I.Wise	20								20
G.Chappel							20		20
D.Stewart	20								20
V.Pocknall					4	6	6		16
S.Arthur	8				8				16
Michael.Joyce		5			6		5		16
M.Dunning	8						8		16
L.Reid					4	7	5		16
A.Hollins				8		7			15
Mathew Joyce		4			4		6		14
M.Neal	5				5		4		14
K.Kemp				8	6				14
C. Grohs	8	6							14
A.Rewell	8	6							14
P.Browning	5	4			4				13
G. Angel	8						5		13
R.Ryan	8	4							12
W.Rewell	6	5							11
A.Hyde	5						6		11
R.Lewis						5	5		10
S.Harbers							8		8
P.McPherson							8		8
M.Tarrant	8								8
J.Davy		8							8
C.Scott					8				8
A.McInnes	8								8
M.Ellem		7							7
B.Faux						7			7
W.Scott					6				6
P.Suine					6				6
M.Roach		6							6

M.Pocknall							7		6
M.Guyit		6							6
L.Burton		6							6
J.Ewing	6								6
I.Smith							6		6
G. Rath	6								6
S.Wile								5	5
S.Crowe		5							5
R.Wise							5		5
R.Noller								5	5
M.Sugerman		5							5
K.Lau								5	5
J.Waterhouse							5		5
J.Healey							5		5
J.Coleburn							5		5
J.Bullen							5		5
J.Marinov		5							5
D.Shead		5							5
D.Cooke						5			5
P.Bruce		4							4
M.Caldwell							4		4
L.Coot		4							4
K.Somers							4		4
G.Monte		4							4
A.Hall		4							4
T.Brown						1			1

As you can see the Drivers Championship will be decided on the 5th December – Good luck to the Drivers who are in with a chance to take it out.