



Over the Hill And Round the Bend

Southern District Motorsports Association
PO Box 1484
Queanbeyan NSW 2620

Email: secretary@sdmahillclimb.com

MAY 2007

What's on?

National Motoring Heritage Day Hillclimb

Sunday 20 May

Entries to Eva Firminger by Friday 17 May

See <http://www.sdmahillclimb.com/>

Maintenance Day

Saturday 19 May at 9.00a.m

we require as many people to attend as can make it

CONTACTS

President	Rob Wall	0422 411 226
Vice President	Ryan Franzi	
Secretary	Brian Fitzpatrick	
Assistant Secretary	Eva Firminger	
Treasurer	Simon Callaghan	
Pre-event Secretary	Anthony Hyde	6258 1575
Public Officer	Anthony Hyde	6258 1575
Club Captain	Terry Bennett	6288 7207
Magazine Editor	Tony Smart	6251 0232
Publicity Officer	Lyn Foster	
Membership	Terry Bennett	6288 7207
General Members	Col Merz, Noel Bruin, Dean Browne, David Yates, Rod Noller	

As always if you have anything to contribute to the newsletter please send it to tonysmart@westnet.com.au or phone 6251 0232. Reports and items of interest should be sent before the 25th of the month.

Members, where are you? – We are missing you - come along and have a chat and a drink, catch up with old and new friends. Talk cars, wine, women, song whatever, please come along. 3rd Tuesday of the month at Canberra Southern Cross Club Woden, meeting starts at 7.30 – some of us go for dinner beforehand, the more the merrier, come and join us.

President's Report – Rob Wall

Round 3 of the NSW Hillclimb Championship was successful held on Saturday 28 April. Our sincere thanks go to our naming rights sponsor:



Advisers on centre of government structures and reform

and to all the Class sponsors:

Canberra Dairy Supplies

Patio World

Reliance Automotive

Simply Ceramics

Shannons Insurance

Workin' Gear

Auto One, Phillip

5th Gear Motorsports

Tom's Trash Paks

Absolute Towing Services

Royal Wolf Containers

I hope all members and readers will avail themselves of our sponsors' services as the opportunities arise.

The first two runs of six for the day were declared 'wet' by the Clerk of the Course which meant that cars on slicks could not

run – an indication of the need to have tyre options available! The 3rd run was still a little wet and slippery with conditions improving as the day went on. So a day that started out in miserable conditions (particularly for the drivers and officials) ended up being most successful with two records broken and three established. These were:

Formula Vee 1600cc: Morgan Freemantle, Elfin NG replica, 49.91s broke his own record of 50.04s

Late Mod. Imp Prod >2000cc: Stuart Inwood, Nissan GTR 47.75s broke 48.28s previously held by Martin Notaras (Mitsubishi Lancer EVO 3)

Open/Closed Sports Cars up to 1600cc: Paul Finch, PBR Clubman set the record at 51.27s

Open/Closed Sports Cars over 1600cc: Laurie Burton, Porsche 928 set the record at 49.91s

Historic Group S(c): Bob Wootton, Lotus set the record at 52.50s

What was disappointing, however, was the lack of members who turned up to the event – particularly to act as officials. Those that were there were barely sufficient to run the meeting and we had to rely on a couple of qualified entrants to assist. This is not an ideal situation for a State event.

I trust same situation won't arise for the Dutton Rally on Friday and Saturday 25 and 26 May. We require volunteers for both Friday (particularly) and Saturday. Some Friday people may be required to assist in the Pitstop.

Our next meeting is the **National Motoring Heritage Day Hillclimb** which will be held on **Sunday 20 May** it will be a 2 lap event!! At this meeting, we will be trialling a new Scrutineering process. Cars will enter and exit the Scrutineering bay the opposite way to what it has been in the past. In other words, you will now queue on what was the exit road (in single file) until you get closer to the Scrutineering Bay where the road will then be divided. It is hoped this will

speed the process up and encourage drivers to complete documentation BEFORE joining the Scrutineering line. Watch for the signs!!!

Prior to our event on 20 May we have a Working Bee scheduled for 19 May – the day before our H/C. This was done to allow members to go shopping for Mothers' Day (Sunday 13 May) on the Saturday 12 May but instead you can get your cars ready for Wakefield!

See you at something! Until then

Stay safe.

Is it a pain having to write a cheque or purchase a Money order for your entry fees and memberships? Well now if you have access to a computer you can make your payments electronically (if your Bank has the capability). The account details for payments are:

BSB Number 801009
Account Number 4303872
Account Name SDMA

Anyone can direct credit into the account electronically or direct into the Credit Union in Queanbeyan.

To confirm your payment print off the receipt and send a copy with your paperwork when you enter an event.

If you need more information you can contact us via the website, just email Treasurer@sdmahillclimb.com

WEBSITES OF INTEREST

There is a new website which has just been set up in Victoria for Hillclimbers throughout the country. This website has the approval of CAMS and the SDMA has a link to the site. The webmaster came to the State Round at Fairbairn and I have provided him with a report on the event. The site is www.hillclimbracing.com and as it is a new site there will be more information in the future.

Also www.capitalmotorsportnews.com is still supporting Motorsport in the district. David Coltman provided photographs for the report which appears in the magazine.

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

Chambray shirts (pre ordered only)	\$25.00
SDMA cloth patches	\$5.00
Hats (peak and bucket)	\$15.00
T-shirts	\$20.00
Number plate frames	\$8.00 pair

Commodore VB SLE – Original 308, 4 speed, 4 wheel discs. Lots of new stuff like radiator, power steering, lowered suspension. Has 7x15 mags and near new Potenzas. Re-built tight LSD. Has done 53:13 at the Hill and has standard motor! Lots of potential and a cheap place to start with a reasonably competitive car. Call me and discuss it.
Rod 0412 627 360

FOR THE INFORMATION OF COMPETITORS.

When you complete your entry form you are required to nominate the class and type that you will be competing in. The information included here is to assist you with completing your entry form. Please ensure that you complete the form with appropriate multipliers for rotary engines.

Standard Road cars or road cars with minimal modifications fall into the category of **Type 1/2** using standard type road tyres and full interior trim. Tyre and wheel sizes may be change provided they fit within the standard guards with appropriate clearances.

Change the carburetor, put "R" type tyres (or any specialist road/race tyres) on or add a roll cage (loop, half or full) and you will put the car into **Type 3** – this class allows more modifications than Type 1/2. In this Type you need only one seat but must have interior trim.

Type 4 allows for production cars and engines (not necessarily matched) with slick tyres and allows lightweight body panels. Sports sedans are included under this category.

Within each above Type are various **Classes** depending on the engine capacity of your vehicle. Typical Classes are 0 – 1600cc, 1601 to 2000cc, 2001 to 3000cc and over 3001cc.

Type 5 is a class for open wheel racing cars and Type SV competing on slick tyres and has two Classes 0 – 1300cc and over 1301cc.

Type SV covers all wheel drive and four wheel drive turbo and non-turbo as well as unregistered privately imported vehicles and the **Classes** run are 0 - 3000cc and over 3001cc.

PRB/Westfield Clubman type vehicles are also SV unless they are running slicks then they are Type 5.

Multipliers apply to Rotary Engines and Turbo/Supercharged engines:

Rotaries are engine capacity multiplied by 1.8.

Turbo or supercharged vehicles are engine capacity multiplied by 1.7

Turbo or supercharged rotaries are multiplied by 1.7 then 1.8

Examples:

A 13B rotary is $1308\text{cc} \times 1.8 = 2354.4\text{cc}$

A 13B rotary with a turbo is $1308\text{cc} \times 1.8 \times 1.7 = 4002.48\text{cc}$

Or a 2 liter motor with a turbo is $2000\text{cc} \times 1.7 = 3400\text{cc}$.

Can members please remember to update your details if they change – address, phone or email. Let Terry Bennett know.

Club Member Championship – points to date

Name	Jan	Feb	Mar	Apr	Total
R.Wall	11	21	21	26	79
D.Yates		11	20	27	58
C.Merz		11	15	23	49
T.Nupponen		10	11	16	37
J.Merz		16		20	36
T.Bennett		11	1	21	33
B.Bennett		10	1	21	32
J.Yates		10		20	30
T.Smart	6	1	6	16	29
S.Wall	11	10	5		26
N.Bruin	10	1	5	10	26
J.Templeton		10	1	10	21
E.Firminger		10	1	10	21
D.Firminger		10		10	20
B.Fox		6	2	10	18
A.Hyde	10	1	1	6	18
Paul Wyatt		11		5	16
J.Stewart		1	6	5	12
M.Roberts			1	11	12
G.Charlton		6		5	11
D.Bunzel				10	10
P.Gagel				10	10
B.Fitzpatrick		1	1	7	9
A.DeVries		5	1		6
A.Merz				6	6
T.Ballard snr				6	6
Ryan Franzi		5			5
J.Eather		5			5
B.Sercombe			5		5
S.Taylor				5	5
H.Hilhorst				5	5
M.Dunning				5	5
T.Mihajlovic	1	1		2	4
R.Noller		1	1	1	3
P.Browning		1	1	1	3

B.Faux	1		2	3
J.Sharples		1	1	2
L.Nolan		1		2
K.Urquhart			1	2
M.Oastler			1	2
A.Hollins			1	2
J.Gilbert	1			1
K.Reading	1			1
M.Faux	1			1
D.Fort			1	1
P.McPherson	1			1
S.Lemon	1			1
R.Fulthorpe		1		1
P.Grelis		1		1
M.Neil		1		1
L.Foster		1		1
Pam				
McPherson			1	1
P.McPherson			1	1
A.Costa			1	1
M.Nordsvan			1	1
B.McArdle				1
L.Burton				1
D.Burton				1
G.Angel				1
M.Freemantle				1

“The journey of a thousand miles begins with a broken fan belt and a flat tyre”

Drivers Championship – points to date

	Feb- 25	Apr- 01	Total
M.Crombie	20	10	30
J.Stewart	10	20	30
A.Costa	20	6	26
A.Hyde	20	5	25
M.Nordsvan	10	11	21
R.Franzi	20		20
D.Browne	20		20
D.Yates	20		20
J.Browning	10	10	20
J.Vader	10	10	20
M.Dunning	10	10	20
S.Clode	10	10	20
M.Hilhorst	10	8	18
P.Wyatt	10	8	18
T.Smart	10	8	18
D.Burton	8	10	18
T.Wilson	10	6	16
T.Nupponen	6	10	16
H.Hilhorst	8	6	14
R.Wall	8	6	14
S.Taylor	8	6	14
P.Browning	6	8	14
L.Burton	8	5	13
J.Sharples	5	8	13
J.Templeton	6	6	12
A.Merz	6	5	11
J.Cuthbert	6	5	11
S.Wall	6	5	11
A.Kemp	5	6	11
C.Merz	5	6	11
L. Nolan	10		10
P.McPherson	10		10
R.Fulthorpe	10		10

S.Pembrey	10		10
K.Reading	5	5	10
M.Olsen	5	5	10
R.Perkins		10	10
R.Kelly		10	10
Mk. Guyer		10	10
D.Fort		10	10
R.Krupinski		10	10
M.Freemantle		10	10
G.Angel	9		9
P.Pratt	9		9
R.Gomba	4	5	9
A.Hollins	8		8
C.Duckworth	8		8
D.Jones	8		8
D.Suine	8		8
J.Ewing	8		8
N.Trama	8		8
T.Hooper	8		8
A.Larkings		8	8
Mich. Guyer		8	8
D.Pace		8	8
J.Hart		8	8
J.Waterhouse		7	7
M.Suine	6		6
A.de Vries		6	6
R.Harvison	5		5
S.Thompson		5	5
R.Darlow		5	5
G.Dryburgh		5	5
J.Taylor	4		4
C.deVries		3	3
S.Crowe		2	2