



Over the Hill And Round the Bend

Southern District Motorsports Association
PO Box 1484
Queanbeyan NSW 2620

Email: secretary@sdmahillclimb.com

November 2007

What's on

Next Hillclimb Sunday 25 November

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

Maintenance Day

Saturday 17 November 9.00a.m

require as many people to attend as can make it

Next Club meeting

Tuesday 20 November 7.30 pm
Southern Cross Club - Woden

CONTACTS

President	Rob Wall	0422 411 226
Vice President	John Templeton	0409 624 895
Secretary	Brian Fitzpatrick	0416 080 666
Assistant Secretary	Eva Firminger	0417 408 578
Treasurer	Lyn Wall	
Pre-event Secretary	Anthony Hyde	6258 1575
Public Officer	Anthony Hyde	6258 1575
Club Captain		
Magazine Editor	Tony Smart	6251 0232
Publicity Officer	Lyn Foster	
Membership	Mike Neil	0418 211 278
General Members	Col Merz, Noel Bruin, David Yates, Paul Wyatt, John Stewart, Martin Crombie	

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.

Where are you???? Not the regulars but the irregular members who are not coming to the monthly meetings - we are missing you and you have missed out on some heated discussions on classes and tyres. 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

We have had two good Hillclimbs recently, one on 28 October and the other on 4 November for Evolution Oz who hired the circuit. Both were the usual SDMA success. But enough of good topics.

More seriously, once again, we were lucky enough to have some external assistance with the provision of officials - or the above events may not have proceeded. This lack of officials is becoming a serious situation for our Club!! As

most (driving) Members will be aware, to be eligible for the Driver's Championship it is compulsory for drivers to complete one day as an official (i.e. not drive) and do duty either flagging, chocking or as grid marshal.

To date, with only two Hillclimbs to go this year, we have had 119 different drivers compete at the track. Of these, only 13 have undertaken this compulsory task.

This situation is NOT sustainable!

At each meeting, we require a minimum of 4 (but the more the better) 'volunteers' to undertake official duties. This is only a minimum of 35 persons per year! If drivers are not forthcoming to assist, the Committee discussed possible options to improve the situation next year. These include:

- Putting each driver on a roster and, if you cannot do your rostered day, YOU find a replacement;
- Have driver's nominate a day (at the beginning of the year) at which they will officiate (again arrange your own replacement if you cannot make it);
- Ruling that drivers can only compete in 8 of the 9 scheduled Hillclimbs – whether they agree to officiate or not;
- Adding an amount to the entry fee and all drivers that officiate through the year get a free run at the end of the year; or
- Adding even more to the entry fee and paying officials. This could be done on an individual basis or we could 'contract' services from some other club(s).

These are only some suggestions which are open to debate and could form the discussion topic at the next General Meeting on 20 November. Which ever way it goes – **SOMETHING NEEDS TO BE DONE. WE NEED OFFICIALS!** NO Officials – NO Hillclimb.

This same situation also applies to the Track Maintenance days where basically the same 4 or 5 people turn up every time. Interested in the Club and the continuation of Hillclimbs? The next Track Maintenance day is Saturday 17 November at 9.00am. A good roll-up will help with what needs to be done.

Also attached to this Newsletter is the latest point scores, results of the last meeting, a [draft 2008 event calendar](#) and a couple of Ads. [Ad1](#) [Ad2](#)

I sincerely hope to see some of you at the Track Maintenance day on 17 November or at the General Meeting at the Southern Cross Club at 7.30pm on Tuesday 20 November.

Until then

Stay Safe.

Remember - if you have access to a computer you can make your payments electronically (if your Bank has the capability) for entry fees, membership fees etc. 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

For sale

HAVE YOU GOT YOUR SDMA HAT, T-SHIRT, STICKER and of course – your number plate frame? – It's 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

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

Formula Ford Tyres – Used

Great Hillclimb rubber, - work really well on Heavier cars (small tin tops etc)

Fronts fit 5 or 6 x 13 inch wheels

Rears fit 5¹/₂ to 7¹/₂ x 13 inch wheels

Fronts - \$50 Rears - \$60 (\$300 each new)

Phone Tom 0410 624 700

Get in quick as stock is limited!!

1969 Reliant Scimitar 4.4 V8 suitable for restoration. A good project.
Price negotiable.

02 6126 1906 (w).

SPECTRE 1600 FORMULA VEE

Ever thought of taking up racing? Well this is a great place to start! The car is ready to race at the top of the field either in circuit racing or as a very competitive hill climb/sprints car. Hundreds of hours of work have gone into converting and developing this car to its current competitive 1600 form. Finishes within top 10 in 2006 and the fastest older car in the field. This is an ex-Edan Fleming car and best results were 2nd and 3rd in the Konica Minolta V8 invitational round 2004 (in 1200 form). This would be an excellent car for some one starting in Formula Vee or anyone from 1200 to step up into 1600 with a limited budget. Fresh paintjob only one race meeting old (2-pak baked), Engine producing top HP (hasn't been dynoed) plenty of work has been put into getting maximum power while staying well within the rulebooks (3 meetings old), 4 wheel discs and callipers (purchased new in 2005), Light weight Empi wheels (only 600g over minimum), All oil hoses and oil fittings recently replaced.

Log booked 1600

Comes with single axle fully enclosed trailer

Can provide pictures and details if required.

Price - \$16,500. Will consider offers of swaps for a road car of same value.

Phone Nathan Pring on 0439 415 195,
or Col Merz on 62316275 or 0412 316 275.

Can members please remember to update details if they change – address, phone or email. Let Mike Neil know

December 2 Hillclimb at Wakefield Park

Folks

In view of the recent apparent uncertainty over the event's format, thought it best to clarify the issue: The event will be run over roughly 3/4 of the standard race track, in the standard (clockwise) direction & will not include the wiggly hillclimb section (in either direction!) or the dog-leg as attached to a 'standard' hillclimb. The reasons for this simple format are several - mainly to achieve the maximum number of runs (I'm hoping for 8); in addition, those drivers with Wakefield (lap) experience can use it & those drivers without can develop some! Since this event draws seldom- & newcomers, of which a few tend go just a little harder than their capabilities permit & loss of adhesion is not unheard of - in the dog-leg & on the wiggly bit! I'm hoping that excluding these bits of track will minimize track clean-up time.

The start line will be located on the main straight, about 25 metres outside the dummy grid gate & the finish line on the short back straight immediately before the right-hander onto the main straight. Exit will be at the top of the main straight, as for race meetings. Two cars on track - the second car will start as the first is passing the entrance to the wiggly bit. For the remaining details, see the Supp. Regs!! -
Cheers..... Dave King

FROM THE PITSTOP CAFE

I would like to place on record the assistance we get from two business in Canberra that provide products at no cost so we can sell them to raise funds for the club.

- ***Nyssa Coltman** from the **TERRACE CAFÉ** in the Waldorf Arcade in Civic for her donation of muffins and other goodies; and*
- ***Bryan Fitzpatrick** from the night club **TOAST** in Civic who donates a quantity of beer and other drinks for you thirsty folk.*

We really appreciate their help so if the opportunity arises that you are in Civic looking for a good cup of coffee or a relaxing drink after work, please support the people who support our club.

*With thanks
Julie Merz*

Hillclimb Competition Classes

Over recent months there have been some requests for additional information and clarification as to what vehicles fall in to which classes and what modifications are allowed.

Committee Member John Stewart undertook to look at this issue and developed the following document which, hopefully, covers all the questions raised. The document has been considered by the Committee and has its full endorsement.

Purely for ease of layout and logical progression from one type to another, Type 1 is listed separately. However, this will NOT alter the fact that SDMA will continue to combine Types 1&2 for competition purposes.

The first page is a summary of the actual changes we have made to the current Types and the rationale behind them and the actual changes to the Types are highlighted in grey.

The Committee thanks John for his efforts and the work he has put in to the document.

These changes will be introduced for the 2008 Hillclimb season.

Summary of Changes

- a. **Unregistered two wheel drive private (grey) imports will now be permitted to run in Types 1-3** (depending on their modifications).

Rationale: Many grey imports are similar / identical to Australian delivered vehicles so number plates have little relevance. Grey imports provide a cheap way for grassroots

entrants to compete. (Note: AWD Turbo grey imports are already classified as SV, regardless of registration).

- b. **Low performance normally aspirated AWDs (eg Subaru Leone and non-turbo Impreza RS) will now be permitted to run in Types 1-3** (depending on their modifications).
Rationale: The extra weight of the AWD transmission, combined with the inherent understeer, is likely to outweigh any perceived performance advantage gained from increased traction.
- c. **Rollover protection will now be allowed in Types 1&2** as long as it is not designed to increase chassis rigidity (eg. by being connected / welded to suspension towers).
Rationale: This is a safety issue rather than a performance issue and we should not penalise anyone trying to provide themselves with a safer vehicle.
- d. **Adjustable height spring platforms and camber adjustment kits will now be allowed in Types 2&3.**
Rationale: Normal road-type suspension kits are increasingly including these adjustments as a matter of course, so we are simply moving with the times so as not to penalise competitors unnecessarily.
- e. **Any commercially available treaded type tyre, including those previously known as “R-type” will now be allowed in Types 1-3.**
Rationale: Tyre manufacturers are now producing softer road-legal tyres as replacements for special vehicles such as STI, HSV and FPV. Many of these tyres do not carry a specific “R-type” designation and so can be difficult for our scrutineers to readily identify. This rule change will resolve the need for any further tyre discussion.

HILLCLIMB COMPETITION CLASSES –

(To be nominated on entry form)

Type 1.

For stock standard production vehicles, with full production trim and standard seats. Includes HSV and FPV style factory vehicles. Also includes low performance normally aspirated AWD vehicles such as Subaru Leone and non-turbo Impreza. Vehicles must be either road registered or of an equivalent standard.

Permitted Modifications:

- Decorative additions only such as exhaust tip or body kit.
- Rollover protection is permitted as long as it not designed to improve chassis rigidity (eg. By being connected/welded to suspension towers etc).

Capacity Classes:

- 0 to 1600cc,
- 1600 to 2000cc,
- 2001 to 3000cc and,
- over 3000cc.

Type 2.

For production vehicles as described in Type 1 above, with further modifications allowed as detailed below:

Permitted Modifications:

- Air Cleaner is free.
- Exhaust is free – subject to noise restraints.
- Wheels and tyre sizes may be changed, provided they retain commercially available treaded road type tyres and fit within the standard guards with appropriate clearances. Road-legal tread depth is not compulsory. However, at the start of competition the original tread must be clearly visible across the face of the tyre, except on the shoulder where excessive wear may occur due to steering and

cornering. This is subject to normal safety issues being met such as no canvas or steel belts being visible. (**Note:** Racing tyres marked “For Racing Only” or “Not for Highway Use”, or words to that effect, including slicks or wets, may not be used).

- Springs, shock absorbers and anti-roll bars may be changed provided they remain road legal and use original chassis mounting points. Adjustable spring platforms and camber adjustment devices may be used.
- Driver’s seat may be replaced with a sports type seat.
- Rollover protection is permitted as long as it not designed to improve chassis rigidity (eg. By being connected/welded to suspension towers etc).

Note: No change is permitted to the intake system (e.g. to carburettor, throttle body, fuel injection, turbo boost or the factory computer).

Capacity Classes:

- 0 to 1600cc,
- 1600 to 2000cc,
- 2001 to 3000cc and,
- Over 3000cc.

Type 3.

For production vehicles as described in Types 1 and 2 above, with further modifications allowed as detailed below. Must be of a standard essentially suitable for registration. Must retain full glass and must not use (non-standard) lightweight panels. However, at the organiser’s discretion, replacement bonnets of a decorative nature (eg carbonfibre or fiberglass) may be used, but only if full interior trim is retained.

Permitted Modifications:

- Passenger seats, heater, carpet and roof lining may be removed but production interior trim (dash, door trims and window winders etc) must be retained.
- Intake system is free (including turbo/super charging, multiple carburettors, increased turbo boost, computer etc).

- Wheel and tyre sizes are free but must fit within guards. Only commercially available treaded road-type tyres are permitted. Road-legal tread depth is not compulsory. However, at the start of competition the original tread must be clearly visible across the face of the tyre, except on the shoulder where excessive wear may occur due to steering and cornering. This is subject to normal safety issues being met such as no canvas or steel belts being visible. (**Note:** Racing tyres marked “For Racing Only” or “Not for Highway Use”, or words to that effect, including slicks or wets, may not be used).
- Guards may be slightly flared in metal or with add-on fiberglass or rubber flares suitable for registration purposes.
- Engine must be from the original manufacturer and fitted with little or no modification to the firewall (eg SR20 in Datsun 1200, 13B turbo in early RX7, Gen3 in early Commodore). Note: The original number of rotors/cylinders must be retained and engine must be in the original location and may not be relocated for purposes of weight distribution.
- Full Roll cages are permitted (including those welded to suspension towers etc in order to strengthen chassis).
- Brakes are free.
- Battery may be relocated

Capacity Classes:

- 0 to 1600cc,
- 1600 to 2000cc,
- 2001 to 3000cc and,
- Over 3000cc.

Type 4.

For production based, two wheel drive vehicles, which have been extensively modified beyond suitability for registration (commonly referred to as Sports Sedans). In addition to Types 1-3 above, the following modifications are permissible.

Permitted Modifications:

- Engine may be from any manufacturer but must be a production based item (ie specialist “racing only” engines such as F1 Ilmor are not permitted).
- Firewall may be extensively modified to allow engine fitment.
- Engine may be relocated for weight distribution purposes.
- Racing tyres marked “For Racing Only” or “Not for Highway Use”, or words to that effect, including slicks or wets. may be used.
- Guards may be extensively widened/flared to allow fitment of larger wheels/tyres.
- Interior may be stripped and modified.
- Lightweight components, panels and non-glass windows may be used.

Capacity Classes:

- 0 to 1600cc,
- 1600 to 2000cc,
- 2001 to 3000cc and,
- Over 3000cc.

Type 5.

For open wheel racing cars. Also includes Type SV vehicles (as described below) competing on racing tyres marked “For Racing Only” or “Not for Highway Use”, or words to that effect, including slicks or wets.

Permitted Modifications:

- Any.

Capacity Classes:

- 0 to 1300cc and,
- Over 1300cc.

Type SV.

For high performance All Wheel Drive cars (eg Turbo WRX, EVO or GTR and normally aspirated VW Golf RS32), kit cars (eg AC Cobra replica, Locost Clubman etc), and other low volume, limited compliance cars (eg PRB/Westfield/Elfin Clubman

Permitted Modifications:

- Wheel and tyre sizes are free but must fit within guards. Only commercially available treaded road-type tyres are permitted. Road-legal tread depth is not compulsory. However, at the start of competition the original tread must be clearly visible across the face of the tyre, except on the shoulder where excessive wear may occur due to steering and cornering. This is subject to normal safety issues being met such as no canvas or steel belts being visible. (**Note:** Racing tyres marked “For Racing Only” or “Not for Highway Use”, or words to that effect, including slicks or wets, may not be used).
- Other modifications permitted as listed at Type 3 above.

Capacity Classes:

- 0 to 3000cc and,
- Over 3000cc.

NOTE: In addition to the above, multipliers apply to Rotary Engines and Turbo/Supercharged engines to calculate effective capacity for classification purposes:

- **Rotaries** have the engine capacity multiplied by 1.8.
- **Turbo or supercharged** have the engine capacity multiplied by 1.7
- **Turbo or supercharged rotaries** have the engine capacity multiplied by 1.8 then 1.7 (net multiplier equals 3.06)

Examples:

- 13B rotary is $1308\text{cc} \times 1.8 = 2354.4\text{cc}$
- 13B rotary with a turbo is $1308\text{cc} \times 1.8 \times 1.7 = 4002.48\text{cc}$
- 2 litre motor with a turbo is $2000\text{cc} \times 1.7 = 3400\text{cc}$.

2007 Drivers Championship Points to date

	Feb-25	Apr-01	May-20	Jul-29	Sep-01	Sep-30	Oct-28	Total
Nordsvan M.	10	11	11	10	20	10	11	83
Stewart J.	10	20	5	10	10	10	11	76
M.Crombie	20	10	11	10	8	7	7	73
Clode S.	10	10	10	8	8	11	10	67
Dunning M.	10	10	8		10	10	11	59
Costa A.	20	6	6	10	10	6		58
Guyer Mark		10	11	10	5	10	10	56
R.Kelly		10	11		10	10	11	52
Wall.R.	8	6	5	5	6	1	20	51
Sharples J.	5	8	20	3	5	5	5	51
Cuthbert J.	6	5	11	8	8	5	8	51
Burton D.	8	10	10		10		12	50
Nupponen T.	6	10	8	8	8		9	49
Guyer Mich.		8	8	6	10	6	9	47
Franzi R.	20			10		5	10	45
Vader J.	10	10	10		10		4	44
Suine D.	8		5	6	8	8	8	43
Wall S.	6	5	5	5		1	20	42
Yates D.	20		10		10			40
Burton L.	8	5	5	8		8	6	40
Merz C.	5	6	20		8			39
Browne D.	20			5		6	7	38
Vickers I.				10	11	8	8	37
Krupinski R.		10	7	5	6		9	37
Hilhorst H.	8	6	8		5	5	4	36
Taylor S.	8	6	8	8	6			36
Smart T.	10	8	8	10				36
Faux B.			8	8		8	12	36
Browning P.	6	8		8		11		33
Suine M.	6			5	8	8	5	32
Hyde A.	20	5	5					30
Browning J.	10	10		10				30
Wilson T.	10	6	8		6			30
Reading K.	5	5	6	5	5		4	30

P.McPherson	10							10				30
Lawrence J								6	10	4		29
Hilhorst M.	10						8	10				28
Pembrey S.	10										10	27
De Vries A.							6	20				26
Wyatt P.	10						8					26
Thompson S.							5		6	5		26
R.Fulthorpe	10							6	10			26
R.Perkins							10				10	26
TempletonJ.	6						6	8	5			25
Ewing J.	8								5	6		23
Michael Taylor										6	6	23
Fitzpatrick B.									11	11		22
Olsen M.	5						5	10				20
Pace D.								8		5		20
Urquhart K.									9	10		19
Angel G	9										9	18
Fort D.								10			5	18
R.Gomba	4							5			9	18
Hollins A.	8									9		17
Merz A.	6							5		6		17
Larkings A.								8		8		16
Crook D.									8	8		16
Taylor J	4								6	5		15
Waterhouse J								7	8			15
Crain S.									4	5	6	15
Fenwick B.									6	8		14
Duckworth C	8									6		14
Taylor James											8	13
T.Wilson										6		13
Nikolaou J.									6	5		11
A.Kemp	5							6				11
G.Boyd										11		11
J.Edwards										4	7	11
M.Oastler	1								10			11
R. Pywell											5	11
T.Shepherd											11	11
R.Darlow									5		6	11
L. Nolan	10											10
A. Coppin											10	10

M.Freemantle	10			10	J.Martin			4	4
A.Kelly			5	5	10	Toone B.		4	4
Milek C.			4	6	10	McKinlay R.		4	4
Crowe S	2			8	10	A.Geisherofer	3		3
Reading K.			5	4	9	C.deVries		3	3
R.Suine			5	4	9	Rankin M.		2	2
Crowe R.				9	9				
P.Pratt	9				9				
R.Edwards		4		5	9				
Lovatt K.		8			8				
B. Kennedy				8	8				
D.Jones	8				8				
J.Hart		8			8				
L.Hwang			8		8				
M.Roberts			8		8				
N.Trama	8				8				
P. Hietanen				8	8				
P. Taylor				8	8				
T.Hooper	8				8				
P.Newell				8	8				
Beurkner A.			8		8				
J.Szuromi					7	7			
M.Pocknall			6		6				
C. Whitnall				6	6				
N.Bruin		6			6				
P.Shakespear		6			6				
W.Pywell				6	6				
Thorbjornsen JP		5			5				
B.Newell				5	5				
Clare Stewart			5		5				
D.Spring				5	5				
G.Dryburgh	5				5				
M.Chapman		5			5				
P. Biggerstaff			5		5				
P. Smith				5	5				
R. Shaw				5	5				
R.Harvison	5				5				
V.Pocknall		5			5				
R.Darlow				4	4				