



Over the Hill And Round the Bend

Southern District Motorsports Association
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Email: secretary@sdmahillclimb.com

JANUARY 2008

What's on?

**Track maintenance day
Saturday 12 January 2008**

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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

HAPPY 2008 to all and I trust you all enjoyed your Christmas break.

The 2007 Hillclimb Season came to a very successful (if not soggy) end at the Christmas Barbeque and Presentation Day on Sunday 16 December.

A few statistics arising from the year that may be of interest:

- 9 Club Hillclimbs were held
- over 160 driver/car combinations participated

- there was a record 14 lady driver/car combinations with 11 individual lady competitors
- over 2,000 hillclimb kilometres were driven
- if a driver completed every run at every hillclimb then that driver would have driven over 50 hillclimb kilometres

The winners of the major awards for the year were:

- 2007 ACT Hillclimb Champion – Michael Nordsvan
- 2007 Club Member – Teppo Nupponen
- Yowie Award for Effort par Excellence – Michele Guyer
- 2007 Young Club Member/Driver Award – Sarah Wall

Congratulations to the major award winners and to the Type/Class winners also.

The 2008 Season will commence on Sunday 2 March.

With the 2008 Season comes some changes to the Type categories. In summary, some cars currently in Type 1/2 may move to Type 3 and conversely, some cars currently in Type 3 may now be eligible to compete in Type 1/2. Some (non-turbo) AWD cars currently running in Type SV may also be eligible to run in Type 1/2. Tyre rules in Types 1, 2 and 3 have also been relaxed. Full details of the changes are attached.

There will also be some changes to the Drivers' Championship. These changes are:

- Drivers no longer have to undertake a mandatory day of officiating to be eligible for the Championship; and
- Drivers will be able to drop their worst round of the year (ie Points will be calculated on the best 8 events).

The above will be in force throughout 2008 and suggestions, comments and other ideas regarding possible changes will be taken by the Committee for consideration for 2009.

The 2008 Calendar has been finalised and the dates for the 2008 events are:

Sunday 2 March; Sunday 30 March; Sunday 27 April; Sunday 25 May; Sunday 13 July; Sunday 17 August; Sunday 21 September; Sunday 16 October and Sunday 16 November. The 2008 Presentation and Christmas BBQ will be on Sunday 14 December.

Over the recess in January/February, it is planned to undertake some significant changes to our Fairbairn Park complex. The following Track Maintenance days are planned over the break:

Saturday 12 January	Commence boxing the pit roads for concreting and move the Race Administration Office.
Saturday 19 January	Concrete first pit road
Sunday 3 February	Scrub clearing on infield, construction of Flaggie and possible Spectator shelters, more boxing
Saturday 9 February	More concreting
Saturday 23 February	First 'regular' 2008 track maintenance day – track preparation for the 2 March event.

It is hoped we can get a good turnout of members to these Track Maintenance days as the more members that come, the more we can achieve. After all, the improvements will benefit all drivers and spectators

Hope to see you at a Maintenance Day.....

Until then

Stay Safe.

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 **as prescribed in the Supplementary Regulations issued for each event.**
- 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 **increase** 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 1308cc x 1.8 = 2354.4cc
- 13B rotary with a turbo is 1308cc x 1.8 x 1.7 = 4002.48cc
- 2 litre motor with a turbo is 2000cc x 1.7 = 3400cc.

Summary of Changes

- 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).

- 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.
- 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.
- 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.
- 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.

LATE BREAKING NEWS FROM SUMMERNATS - TWO SDMA MEMBERS MAKE TOP 10 OF GO TO WHOA

On Sunday 6 January two SDMA Members, Donovan Suine and Peter Wall competed in the semi finals of the SummerNats Go to Whoa event.

Donovan in his Niki/Alpha achieved a best time of 8.30s while Peter in his 2003 Monaro achieved 8.33s. These times were sufficient to put them in to the Top 10 Finalists.

In the finals, Donovan's best run was an 8.7 while Peter failed to register a time pulling up millimetres short of the finish line on both attempts. They finished 8th and 9th respectively.

With the winning time of 7.78 in the Finals, both can be more than proud of their efforts - watch this space next year!!

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

Don't forget to support our [Sponsors!](#)

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

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

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

2008 CLUB CALENDAR

COMPETITION DAYS held at The Hill, Fairbairn Park	TRACK MAINTENANCE DAYS held at The Hill, Fairbairn Park	CLUB MEETING DATES
	Saturday 12 January Saturday 19 January	
	Sunday 3 February Saturday 9 February Saturday 23 February	Tuesday 19 February
Sunday 2 March	Saturday 29 March	Tuesday 18 March
Sunday 30 March		
Sunday 13 April – NSW Hillclimb Chmpship	Saturday 12 April	Tuesday 15 April
Sunday 27 April		
Sunday 25 May	Saturday 17 May	Tuesday 20 May
		Tuesday 17 June
Sunday 13 July	Saturday 5 July	Tuesday 15 July
Sunday 17 August	Saturday 9 August	Tuesday 19 August – AGM
Sunday 21 September	Saturday 13 September	Tuesday 16 September
Sunday 19 October	Saturday 11 October	Tuesday 21 October
Sunday 16 November	Saturday 8 November	Tuesday 18 November
	Saturday 6 December	Sunday 14 December – Christmas Barbeque and 2008 Presentations