



Over the Hill And Round the Bend

Southern District Motorsports Association
PO Box 1484
Queanbeyan NSW 2620

Email: secretary@sdmahillclimb.com

FEBRUARY 2008

What's on?

**1st Hillclimb for the year
Sunday 2 March
Entry Form and Sup Regs at
<http://www.sdmahillclimb.com/>**

**Track Maintenance Day
Saturday 23 February
07:00 start**

CONTACTS

President	Rob Wall	0422 411 226
Vice President	John Templeton	0409 624 895
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Assistant Secretary	Eva Firminger	0417 408 578
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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.

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

The 2008 year has commenced well with good attendance at the extra Working Bees that have been scheduled to undertake maintenance work on the pit roads. At the time of printing, one pit road has been completed and another boxed ready for concreting. Many thanks to the members that have turned out to date and to Julie Merz for her catering.

There remains much to be done with the next major concreting day scheduled for **Saturday 23 February**. It is hoped to get two roads done on this day. It will be a 7.00am start and the Club will provide brunch between concrete

pours. It will come as no surprise that we have found the more members that turn up the more we can get done and the job is easier on all. Your participation on Saturday 23 Feb is encouraged.

As advised in the last Newsletter, there will also be some changes to the Drivers' Championship in 2008. These changes may well mean that there will be several drivers tied for the Championship at the end of the Season. In the event of a tie, the Club Champion will be determined on a count-back as follows:

- If points are tied, but one driver has broken the class record in his nominated vehicle, the record breaker will be the Champion;
- If the points are tied and more than one driver has broken the class record in his nominated vehicle, the Champion will be the driver who has broken the record by the highest percentage;
- If the points are tied but no driver has broken the class record in his nominated vehicle, the Champion will be the driver who has got the closest time to the class record on a percentage basis.

It is anticipated these changes, together with the class changes and the potential volunteering/nomination of drivers to assist with officiating, will make for an interesting 2008 season. We look forward to the first Hillclimb on **Sunday 2 March**.

Other coming events to note in your diaries include:

Saturday 23 February – 7.00am Working Bee in preparation for 2 March event

Sunday 16 March – Shannons Wheels Expo 2008. Cars are required for display purposes on the day as well as members to help on the SDMA stand and answer questions from the public about hillclimbing and becoming a member of the

Club. See details of this day at www.actmotorclubs.org.au. It is a good day and you will most definitely have an opportunity to look around.

Hope to see you at one or more of the above days – but particularly at a Working Bee. Until then

Stay Safe.

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

Race ready 1984 Toyota Celica; 2.4 litre; suitable for hill-climbing (53 secs) or drifting etc.

LSD

15x6 Superlite rims

Falken R tyres

Combination of K-Mac and Pedders suspension

Plus spare 14x6 chrome wheels with good tyres.

(Regrettable sale due to new project car)

\$2,000.00

Contact: Jim 0422 232 644

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

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

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 $1308\text{cc} \times 1.8 = 2354.4\text{cc}$
- 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 $2000\text{cc} \times 1.7 = 3400\text{cc}$.

2008 CLUB CALENDAR

COMPETITION DAYS held at The Hill, Fairbairn Park	TRACK MAINTENANCE DAYS held at The Hill, Fairbairn Park	CLUB MEETING DATES
	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 Championship	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

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