

WEST AUSTRALIAN NEWSLETTER

CAMS West Australian Office
Suite 7, 21 Wanneroo Road
Joondanna 6060
Telephone: (08) 9444-3188
Email: wa@cams.com.au



David Permezel
Acting State Manager—davidp@cams.com.au
Colleen Crisp
Customer Service Officer colleenc@cams.com.au
Megan Booth
Administrative assistant—meganb@cams.com.au

AUGUST 2004

Managers Report

David Permezel

Its been a busy time in the office for Colleen, Megan and myself with many projects both completed and on the boil. Since the last State Council meeting various volunteers have been involved with numerous tasks such as training courses, information nights with the Department of Sport and Recreation, and various other meetings. We also can't go past the stewards and other officials who volunteer their time to help out each and every weekend too! Thank you all very much. I am also proud to congratulate Megan on her 21st birthday. We all wish you the very best for the future!

Race Procedures Advisory Group Teleconference

A teleconference initiative by the National Office of CAMS involving Race Directors and Clerks of Course from around Australia was held not so long ago. Senior Race Officials from around the country grouped together in one forum to address problems and raise suggestions to improve the operation and standardization of circuit racing in Australia. These teleconferences will occur tri annually and the first proved to be very popular and productive.

New Log-book Application Process

A concern raised by the Scrutiny Panel was the difficulty in performing and monitoring pre-logbook inspections for vehicles built for circuit racing. In the past a 'pre-

race' check for a vehicle was carried out *after* a logbook had been issued but required before a vehicle may be entered in competition for the first time. I considered the process other states were using and discovered they had encountered the same problem which has since been remedied. After consultation with the Scrutiny Panel, WA will now be adopting the process as used by Victoria, New South Wales and Queensland. The new and very simple process is outlined in this issue of the newsletter so make sure you read it and pass it on to others.



Formula SAE

Some great International news for Australia is the University challenge projects in the Formula SAE competition. The Royal Melbourne Institute of Technology (RMIT) recently traveled overseas to compete against other universities from around the world, and came first!

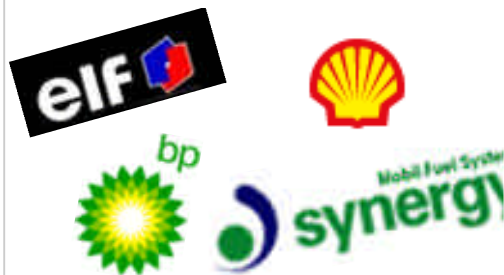
Formula SAE is a category of vehi-



cle developed by universities around the world to a standard set of guidelines and regulations. In essence it involves a group of students with various skills including

but not limited to engineering, accountancy, marketing and others, who are required to design build and operate a competitive racing team and compete against other universities nationally and internationally. The teams are judged not only on whether the car wins the timed sections of motorkhana style events, but how well the team worked together, whether they stuck to budget or not and various other criteria. It really is a fantastic competition and if you ever get a chance, definitely go and see Formula SAE in action. You can also see and get information about the category from the formula SAE website on :

www.sae-a.com.au/index.htm



Now I know that no one will be affected by this development in WA..... CAMS have secured Murdoch University as its local fuel testing authority. As it was a very costly and time consuming exercise to send fuel samples to Melbourne for testing at Deakin University, now we will be able to carry out testing more often and get results more quickly to further ensure equality between competitors with regard to fuel. Remember fuel testing may be carried out at any time at any event so make sure the fuel you are using is in line with Schedule G of the CAMS Manual of Motor Sport.



Insurance

Some great news for CAMS Members is the insurance contract with AON Risk Services has been renewed for the 2004 2005 financial year. With its 100 million dollar public liability cover, CAMS chose a program with an excess of \$10,000 per incident as compared to the expiring policy which had an excess of \$100,000 per incident. The best news is the renewal has been secured without the need to increase fees to the CAMS membership. This is credit to the National Office staff and the administration's dedication to motor sport by providing continued and adequate insurance coverage for our



The organisation of Telstra Rally Australia is in full swing, and now is the time to make sure that your official's licence is current if you plan to officiate in some way for the event. If you need to renew your licence you can either jump on the website to obtain renewal forms and information or call the officials hotline on 1300 657 673. This year's event is looking to be the best yet so mark the 11th to 14th of November on your calendar to catch a glimpse of the world's best battle it out for the World Rally Championship Title.



Secretaries note!!

The training course for event administration has been scheduled and I would recommend you ALL attend. If you have anything to do with the operation of an event this is a must as you **must** now be accredited.

Event Administration
 - Sunday 29th August
General Comp Area
 - Saturday 4th Sept

The application form is attached to this newsletter or is available from the Office! Don't forget the courses that you can do online at www.cams.com.au



Motor Sport Official of the Year

It's time again to be thinking of the Motor Sport Official of the Year Award for 2004. Guidelines are listed below, so send your nominations into the Office here in WA.

State Selection Criteria - State Motor Sport Official of the Year

This award is to recognise outstanding achievement as a motor sport official at CAMS authorised **club and state level** events.

To be based on:

- dedication
- skill
- attitude
- peer recognition
- knowledge

Not to be confined to activity in that year. Open to all disciplines, categories and grades.

One winner, based on this criteria, to be determined by State Council/Executive.

Members of the Confederation of Australian Motor Sport Limited Board, the State Council/Executive or CAMS staff are not eligible.

Presented at State Council awards presentations.

Award to include the lapel badge as approved by National Officiating Committee Executive.

State Council Elections!

Note the form at the back of this newsletter and please put these dates in your calendar as nominations for State Council Office Bearers for 2005 will:

- Close on Monday 23rd August 2004
- Ballot information will be circulated with October State Council Agenda
- Elections will be held on Thursday 7th October 2004

The world of disclaimers.....

In this day where we have the ability to sue god if we so desire, the long standing issue of what waiver or disclaimer suits or indemnifies who or what is becoming very confusing. We have disclaimers for ticket holders, competitors, entrants, officials, spectators and the Partridge in a pear tree, and they are all different!

A complete list of disclaimers is available from the website at www.cams.com.au/go/disclaimers Please check them out and ensure that the correct one is used. If you are unsure, please contact the office for advice. Your Insurers have requested that these disclaimers be used and for them to honour their side of the bargain in terms of massive insurance coverage that is provided, we as organisers need to ensure that we supply the correct information to our competitors, spectators, officials and the Partridge! If you write supp regs and **entry forms**, issue **tickets** give **officials** briefings or run any type of event please, please have a look at the current list of disclaimers and their wording. Remember YOU are responsible so please help us, help you!

Club Report: The Experts Cup

By Karl Drummond

Action and drama was the order of the day for this year's Experts Cup Rally. Round 4 of the WA State Rally championship transformed the normally peaceful forests around Wellington Dam into a spectacle of rally action. Hosted by the WA Car Club, the Experts Cup Rally is the only other rally in the state championship not shared with the Clubman Cup. A healthy field of nearly 40 teams lined up to pitch their skills against each other and the clock this year.

At rally's end two wheel drive honours went to Hannigan/Fitzsimons whom also took tenth place outright. Ben Searcy/Daniel Smith (Suzuki Swift GTi) were home in second. A strong performance from Graham Furness/Peter Lindsay (Subaru WRX) brought them home in ninth place, Tostevin/Cook got their Subaru Legacy home in Eighth and Markovic/Mortimer reached the finish in seventh. Gavin Morgan/Chris Parish (Lancer EVO III) missed a top five finish by just 14 seconds, finishing sixth, whilst Ross Mackenzie/Paul Vandermey (Subaru WRX) landed in fifth. Mike Anderson/Anthony Chudleigh (Lancer EVO VI) took fourth place. At a slightly relaxed pace (although you'd never know it by watching) Bignell/Percival brought their Lancer EVO III to the podium in third. The mechanical problems of past rallies very much forgotten, Stone/Madlener took a deserved second place. "Chucky" John Macara and Greg Flood, standing atop the podium took first place. Macara had previously won the Experts in 2002.

Despite the late charge in the championship, the boy from Broome Hill Craig Bignell and his faithful co driver "Aunt" Joan Percival have amassed enough points to win the 2004 State Rally Championship. Still missing from competition after round 1 this year are defending State Champions Rob Herridge/Bill Hayes (WRX), Tolley Challis (Lancer EVO VII) (although making a cameo appearance driving a course car on the Experts) and Dave/Jenny Kendall (Lancer EVO IV).

The WA Car Club are now still hard at work organising the final state rally for the year. The Stirling Stages is due to be contested in Harvey in September. It will form round 5 of the State Rally Championship and round 3 of the Clubman Championship.

Thanks must be given to Jeremy Savage on his first rally as Clerk of Course, and his team of dedicated officials. Competitors, crews and spectators owe much to the people who give up their time and are willing to brave the elements, in this case the cold, for the love of the sport. Without them, WA would not have such thriving rally championships. Thanks also to the WA Car Club and especially to the Town of Collie.

We want your story! Email some details from your event so we can share it with others.

You may even have some pictures that we can include. Funny ones get special treatment too!!

Email to davidp@cams.com.au

Recent Bulletins (12 July ~ 22nd July 2004)

"I didn't know that rule had changed" This excuse no longer works in front of stewards during a hearing! ALL rule changes are placed on the CAMS website and now in this newsletter for all to see. If you see one that may sound like it affects you or your mates category of our sport, look it up and share it with others.

No. Title

- [B04/076](#) Group 3C - PRC Rally Cars
- [B04/075](#) Touring Road Event Regulations
- [B04/074](#) Rally - Schedule R - First Aid Kits
- [B04/073](#) Australian Off Road Championship - Class Champion Pointscores
- [B04/072](#) Crew Names - ARC
- [B04/071](#) Group 2C Supersports Technical Amendments
- [B04/070](#) Formula Vee 1200 Inlet Manifolds
- [B04/069](#) Rally - ARC Fuel Regulations

Calendar ~ August / September

For further information contact the organising Club

AUGUST				
14	WDR	Test and tune	Club	Hyden
14	AFRCC	Motorkhana	Multi Club	TBA
15	CMCSR	Autokhana	Multi Club	Belmont Race Course
15	SWTCC	Rd 4 Autocross	Multi Club	Benger
22	LCC	Khanacross	Multi Club	TBA
28 & 29	WASCC/VSCC	All Historic Race Meeting	Multi Club	Barbagallo Raceway
28 & 29	WAORRA	Off Road Long Course	Multi Club	Brookton
SEPTEMBER				
2	CAMS	State Council		CAMS Boardroom
5	SWTCC	Rd 5 Autocross	Multi Club	Benger
5	TBA	State Motorkhana Championship	SC	TBA
11	VSCC	Boddington Triple Sprints	Club	Boddington
11	AFRCC	Motorkhana	Multi Club	TBA

HELP WANTED

If you know anyone that may be driving over from Melbourne sometime soon and they may have room for a small package, could you please contact the office ASAP for this very important task!

Dates to remember:

State Council Meeting	2nd Sept
Rally Panel	14th Sept
Scrutiny Panel	9th Sept
Stewards Panel	13th Sept
Off Road Panel	8th Sept
Officiating Panel	23rd Sept

Big Boys Toys

What a success! I'm sure if any of you saw the expo would have noticed the CAMS display stand out against the rest. Thanks must go to Colleen Crisp from the Office here for her fantastic co-ordination of the stand, and also to David Elliot for the brilliant "live" motorkhana demonstration held outside the venue. Patrons poured outside to get a glimpse of the skill involved in motorkhanas when the demonstrations began! Thank you to ALL people who took part in the

<i>Recent Minutes :</i>	
State Council	5th August
Stewards Panel	26th July
Scrutiny Panel	22nd July
Rally Panel	20th July
Officiating Panel	27th May
Touring Road & Navigation Event Panel	14th July
Off-Road	1st June

demonstration, and also those who gave up their time to help with the stand and offer advice and share stories with other members of the public. There were too many to mention, and if I had room I would thank you all individually.



New Vehicle Log Book Application Process – Circuit Vehicles

After discussions with the Scrutiny Panel of WA the new Log book application process will become effective immediately. In line with the procedures as adopted by Victoria, New South Wales and Queensland, all new vehicles build for **circuit racing** that require a log-book will have to have an inspection carried out before the log book will be issued. The application form will now be accompanied by a "pre-inspection form" available from the State Office or from the CAMS website. This will require the applicant to have the form completed and signed by a scrutineer capable of performing a 'pre-competition' check as certified by the Scrutiny Panel, before a log book will be issued. A list of suitably approved scrutineers will be available upon request from the State Office. For further information please contact the State Office.

Back from the Fink!

By Beau Robinson

We recently returned from Alice Springs after competing in the Finke Desert Race in which there were 5 W.A. teams that made the trek over, 4 of which completed the race.

Brian Robinson and Beau Robinson raced in our BF Goodrich supported RACECO V8chevy powered class 1, while Jeff Quinn and Kevin Hood raced a Jimco buggy, Ian and Andy French raced their class 2 Kerr Engineered



buggy, Darian Smith and Gerry Bate-man raced their class 5 chevy Hilux and Steve Graydon and Neil raced the GURU class 1 Subaru powered buggy

Brian and Beau managed 5th outright while Jeff Quinn pulled 4th outright but unfortunately Ian and Andy didn't make it to the finish on day 1.

Darian and Gerry won class 5 outright and Steve and Neil managed to bring the GURU bullet home ALMOST in one piece after rolling on day 1 and rolling it much harder on day 2.

The track was the roughest ever and it was a huge achievement just to finish the event. I was very happy with 5th outright as I am only 16yrs old and my

Event Application Procedure.....

.....and what should be in Supp Regs??

To make it easier for everyone I thought I would outline what the event application involves and what information the supplementary regulations should contain.

Once your event has a date on the calendar you need to complete an "Application for Organising Permit" form which is available from the CAMS website under "paper forms". This needs to be completed and signed as this is the contract between you the organiser and administration of CAMS. This must be sent in to the Office **with** the Supplementary Regulations AND Entry Form for the event. All this should also be accompanied with payment prior to the event being run.

This brings us to supp regs. The easiest way to deal with supp regs is to draw up a universal template on computer. This way you only need to change a small amount of information for each event you run. As for the information the supp regs should include, quite simply as much information as possible!! If you do, the fewer phone

calls you will receive from confused entrants and may also prevent any issues down the track. If you want to dot "i's" and cross "t's", have a look at **NCR 67** and address all the appropriate information as listed.

Alternatively imagine a person who has entered an event for the first time. What will they want to know, and be realistic. This person has NO common sense (as everyone's impression of common sense differs...). You will need to provide *all* the details for them, including details about whether lunch can be bought at the venue and the availability of toilets etc. Warnings about pets and alcohol testing, postponement, cancellation, starting order, briefings (and where they will be of course). Licences, vehicle requirements absolutely everything needs to be addressed and can be quite simply and easily. Remember, bullet point is fine!

Having a set of Standing Regulations also makes it easy. These need to be submitted to State Council at the begin-

ning of the year and approved as they contain information relating to the event that won't change all year. These Standing Regulations must be referred to in the "Authority" section of your Supplementary Regulations. But, it is important that EVERY competitor has a copy of these.

Last of all the entry form. This is the contract between you and the competitor. It must have all the detail the secretary needs for administration and identification purposes, but also MUST have a disclaimer on it for the competitor to read and sign. This disclaimer MUST be up to date. If you would like to find out what wording you require go to www.cams.com.au/go/disclaimers

So if you write up supp regs, please have a look at **NCR 67** and if you have any questions call me at the office I'm more than happy to help. It may sound time consuming but it's not. The first set take the longest, but from then on its just a matter of filling in the gaps!!



Short Note on Importing cars

When a person imports a car privately for competition, and it will not comply with ADR's for road use, the Federal Department responsible requires that the car is FIA homologated. This is OK for most of the obvious cars like Evo Lancers etc. However, if the car is not homologated, they may require a letter from CAMS stating that the car is eligible for competition purposes.

As is so often the case, people sometimes overlook these details before importing a car, and may wind up with an expensive white elephant. If a person imports the car first, then asks for the letter, they may find themselves rather distressed if they don't get the answer they want. The CAMS administration cannot help you if you import the wrong car.

Such was a recent case where a person had a Suzuki Cultus (a 4WD Suzuki Swift) sitting on the docks. They asked for a letter stating it would be eligible for 3J Improved Production. Unfortunately this car is not eligible for 3J, nor for any other Field of cars, and so no letter was not forthcoming. Simple don't you think?

This is just a very short brief on what you should be aware of before importing that "killa from manilla!" It is sometimes more difficult than you think!

VALE

Clem Dwyer 1915~2004

Clem Dwyer widely known as a hugely enthusiastic driver and mechanic died on July 29 at the age of 89. Dwyer raced for the first time in 1936 at Lake Perkolilli (near Kalgoorlie) at the age of 21 and did not surrender his CAMS licence until earlier this year.

In 1937 he finished fourth in the Albany Grand Prix in a supercharged MG-BP. That same year he bought the remains of a near new (but badly damaged) 1937 Plymouth, and between 1938 and 1939 proceeded to build what would become known as the Plymouth Special and would go on to win many more events in that car.

Dwyer was also one of the founders of the Caversham racetrack. In 1945 he acquired the keys to the front gate of the then aerodrome and drove his mother's Morris

Eight around the runways and dispersal roads. The potential for motor sport was realised and the airstrip was turned into a track. In 1998, Dwyer returned to Caversham with some members of the VSCC. He said

the purpose of the trip was to "go up and tell some lies about how fast we went around!"

Dwyer also had success on two wheels. He enjoyed early road racing victories after bolting the supercharger from the MG-PB onto a Triumph 5T Speed Twin, and in 1952 on a friend's 1000cc Vincent, broke the Australian Record for the standing quarter mile sprint in a time that was not bettered for 23 years. On that same day, he broke four other national records and 15 state speed records for motorcycles.



Clem Dwyer in the Plymouth Special after winning the Victory Grand Prix at Caversham in 1946

The flamboyant, fun loving and sometimes mischievous racer had a genuine and apparently insatiable desire to be behind the wheel, and it showed in his eyes when-

ever the subject was bought up. Thanks to Alex Forrest and Don Hall for this information.