

WESTERN AUSTRALIAN NEWSLETTER

CAMS West Australian Office
PO Box 265
Osborne Park 6917
Telephone: (08) 9444-3188
Fax: (08) 9444-3688
Email: wa@cams.com.au



David Permezel
State Manager—davidp@cams.com.au
Genelle Lopresti
Customer Relations Officer—genellel@cams.com.au

Summer / Autumn 2005

Well here we are and already half way through the year! It's almost Christmas! How time flies!

Many major events have been run and won, such as the fantastic Nightmatters Race Meetings held at Barbagallo Raceway, V8's, National Off Road Championship, ARC—Forest Rally and even both the Round the Houses events! I have to say also, if you're a fan of the roundy roundies, forget the V8's, if you want to see great close racing, club race meetings are it! The next State Championship is to be held on the 12th of June so make sure you get there to see black track racing at it's best.

HYDEN



Australian Off Road Championship WA Winner of Class 5 Darian Smith and navigator Geraldine Bateman

March 26th and 27th saw Western Australia host the first Australian Off-Road Championship and State Championship at Hyden, and what an event! I thought the black track boys put on a good show, well the Off Roaders equalled it! Hearty congratulations must go to Daniel Rogers, Ian French and Dieter Von Mollendorf from Western Desert Racers, as well as all the other off road clubs and members that contributed to this sensational event. The competitors from interstate were wrapped with the facilities at the venue, and had great comments about the weekends organisation and com-

petition. Hopefully WA will again apply for a Round of the Championship for 2006, and make the WA Round an annual event to be proud of.

Lewana

WA Rally Championship

The first Round of the Western Australia Rally Championship seemed to be cursed. Scheduled for the 2nd of April, two weeks out and with temperatures in the extreme, the organisers in conjunction with Conservation and Land Management were close to postponing the event due to the risk of fire. Low and behold, temperatures dropped and unfortunately kept dropping till the rain came, and came, and came till some of the planned stages could not be traversed in a four wheel drive! So again in Consultation with the good people at CALM, the decision was made to abandon the First Round of the Championship. Few people realise the time, effort and costs that go into planning and organising Events. Thanks must go to Russell Nelson and everyone that poured time and resources into planning Lewana.

WA Motorkhana Championship & 'Round the Houses'

What was successful was Round One of the Western Australian Motorkhana Championship that was held on Sunday the 3rd of April at the CBH complex at Forrestfield. This event too was in trouble early on, but successful talks between Dave Elliot and CBH management, saw an amicable arrangement, and with great help from CBH, the Championship went ahead, fantastic weather and all. Albany saw the next Round and I have yet to speak to those involved who are still trying to refloat their cars and dry their clothes from the torrential rain the Motorkhana and the Mount Clarence Hill Climb participants endured on Saturday 4th June. Congratulations must go to everyone who made the

trek down to Albany, as they were most certainly rewarded on the Sunday when the centre of town was lined with concrete for the annual 'Round the Houses' Albany Classic. You would not have thought the deluge from the day before could make way for blue skies and beautiful sunshine. With over one hundred entries and a automatic timing system that almost worked, the event ran extremely smoothly and enjoyed by hundreds of locals and a WIN news helicopter. Organisers and officials need to pat themselves on the back for an event well done.

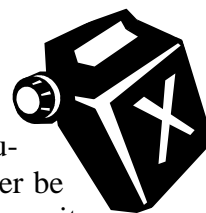
The 'down-hill' run to Christmas

The above events are only a few of the successful events of the past few months. Much work goes into planning these events and we cannot forget what impact (both perceived and implied), our sport has on the greater community. To retain and maintain the professional attitude and level of management our sport exudes, involves a lot of time, paperwork and sometimes restrictive or onerous parameters. These are not to make life difficult, but as the complex and sometimes difficult issues that motor sport presents us with need to be addressed, such as changing Government Policy & statutory requirements, recommendations from unfortunate coroners reports, even changing public opinion, the CAMS administration work tirelessly to ensure these issues are adequately addressed with the best possible result for the people that own the sport, that being you.

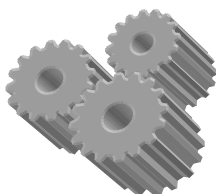
People may say that there are entities that exist that provide for cheaper events, but do they have 52 years experience, do they have a world class officials accreditation system, do they have a set of rules designed and developed by its members?

....Continued page 19

Leaded Fuel



As many people have been aware there CAMS have been between a rock and a hard place with regard to the use of leaded fuels. The story was, that from the 30th of January 2005, Environment Australia (EA) had declared that leaded fuel would no longer be legal to use for motor sport purposes. CAMS have been in discussion with EA for quite sometime trying to gain exemption from this rule, or at least an extension till the end of the motor sport year. A recent media release (see later in this newsletter) was issued stating that leaded fuel will be legal to use at this stage till September 2006! So, the lawn mower may not be required to use the remainder of the 44 of Avgas you had in the back shed after all!



Role of Scrutineers

Did you know that the scrutineers are not there just to kick the tyre and check the lights?? Scrutineers are employed at race meetings to, in the words of NCR 177, check the compliance of vehicles with eligibility requirements. That is, to make sure that your car complies with vehicle conditions and regulations specific for your category or series. To assist them in this duty, a State Eligibility Officer may be assigned who can provide to the Chief Scrutineer specific advice on a category and is normally associated with the category in some way or another. At a National Level, a Technical Commissioner is charged with the same responsibility, but provides advice at a National Level

This year, scrutineers in WA will be working harder to ensure that all cars presented before them, comply with the specific regulations applicable to each category. This is not going to be an easy task and the learning curve will be great, but with the help of eligibility officers we will ensure the sport remains fair for all where vehicle compliance is concerned. So please be aware that you need to ensure that the vehicle that you present at scrutiny, complies with all relevant regulations and requirements specific for your category! If not, then you may find yourself a spectator!

Oi! You thinking of upgrading your circuit licence?



An issue of importance to all the circuit people thinking of upgrading from (PC) Provisional Circuit, the old C3 to NC (National Circuit) the old C4, is the requirement of participation as a flag marshal for one 8 hour period or two 4 hour periods at a RACE MEETING.

As this is a role of an official, you must be signed on as such and many don't have the appropriate accreditation for trackside participation. It is now required that a **Trainee Licence** be completed to cover your insurance obligation to the organisers, CAMS, and also to satisfy the requirements of the know world renown National Officiating Program guidelines. The trackside participation component is a great way of seeing how "the other side lives" and many competitors after spending time on a corner feel they have learnt more about correct lines and vehicle placement, all from waving a flag!

EVENT ORGANISERS ~ DID YOU KNOW??

Did you know that now all competitors licences can be checked prior to an event in under 5 minutes, cutting down on precious time?!? By registering you email address with CAMS and providing an event permit number, competitor surname and licence number, licence validity and type can be checked in a matter of minutes. Log on to the CAMS website and look under "Event Permits"



AHG
Driving Centre

W.A. Training Newsletter

Proudly sponsored by



AHG
Driving Centre

Training Co-ordinator's Corner Ann Percival

January Training Fest – Resounding Success

Eighty people attended this year training fest. The eight modules presented were very well supported and feedback has been most encouraging and positive.

AHG Driving Training Centre provided us with a venue. Steve Cherry and his staff made us most welcome even though it caused disruption to the running of their business and on track activities. If you haven't visited this excellent facility I suggest you do, it is well worth a visit.

Thank you to our volunteer presenters and a special thank you to John Hurney & Ross Tapper for their presentations, as always very well received. Presenter Tom Graham went that extra mile and I must thank David and Genelle of CAMS for their enthusiastic assistance.

"Good sports" say 

February Training

On the 12th February a Generic for Grade 2 Officials was held at the CAMS rooms with 10 excellent participants and presentations by Margaret Fox and Lyndon Sperring. The Generic for Grade 2, normally a one and a half day, was conducted as a long one day course. However, feedback again was most positive.

Generic for Grade 3 – WA Car Club Rooms – was held on Friday 25th Feb with 37 officials participating and successfully completing this module.

A special day for Beverley Off Road Motorsport is to be held, we're just awaiting confirmation of date.

Next Courses:

Generic 3	July 16th	9am—1pm
Generic 2	July 24th & 25th	9am-4:30pm & 9am-1pm
Contact Genelle at the Office for details: 9444 3188		

WANTED URGENTLY EVENT ASSESSORS.

Very soon there will be a change to the Event Assessment process. Currently a grade 2 official can conduct an event assessment on a fellow official.

In the future event assessments will only be carried out by trained assessors.

IF YOU WOULD LIKE TO HELP YOUR SPORT AND FELLOW OFFICIALS and have a CERTIFICATE 4 in workplace training and assessment, PLEASE Ring Genelle at the CAMS office on 9444.3188 and she will take your details and I will contact you and discuss this further.

“HERE IN THE WEST WE DO IT THE BEST – BECAUSE HERE IN THE WEST WE ARE THE BEST”

Over the years a few of you have heard me say this in my presentations – I say this because of the high level of skills and knowledge that participants display when they attend CAMS training modules.

For this high level of knowledge and skills to be continued on – We need more people to help develop those who are just beginning their officiating careers.

Currently there are two training modules, that have never been presented here in the West where we do it the best – COMMUNICATIONS & TIMEKEEPING. Both extremely vital areas of our sport.

If you currently officiate in these areas, and would like to help develop and train officials in these areas – please contact Genelle at CAMS 9444 3188, and I will contact you and discuss this.

You do not have to be a professional educator to do this, just someone interested in the continuation of our sport. Already there are names of participants wanting to enrol, but unfortunately no presenters of these modules.

If you can identify someone who has these skills, who perhaps does not have access to the newsletter – give them Genelle's number, and we will do the rest.



RECENT BULLETINS

(1ST JANUARY–26TH MAY 2005)

"I didn't know that rule had changed" This excuse no longer works before 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 on the CAMS website and share it with others.

No.	Type	Title
B05/054	Technical	Formula 4000 Alloytech Engine
B05/053	Technical	2005 GT Championship Sporting and Technical Regulations
B05/052	Sporting	2005 Porsche Drivers Challenge Sporting Regulations
B05/051	Technical	2005 Porsche Drivers Challenge Technical Regulations
B05/050	Sporting	2005 Australian Formula 4000 Championship Sporting Regulations
B05/049	Technical	Production Car Tyre List
B05/048	Sporting	2005 Aussie Racing Car Series Sporting Regulations - Amendments 1
B05/047	Sporting	Rally - National Rally Code
B05/046	Sporting	Rally - ARC Tyre Regulations
B05/045	Sporting	Khanacross Regulations - Amendment
B05/044	Sporting	National Motorkhana Code and Motorkhana Cars - Group 4H Amendments
B05/043	Sporting	2005 Lotus Trophy Sporting Regulations
B05/042	Technical	Group N (P) Rally Cars - Sway Bars
B05/041	Sporting	Rally - Subaru Challenge - Fuel
B05/040	Sporting	Rally - ARC Regulations
B05/039	Sporting	Rally - Rejoining Events
B05/038	Withdrawn	Rally - ARC Regulations (replaced by B05/040)
B05/037	Sporting	2005 Australian Superkart Championships Sporting Regulations
B05/036	Sporting	Australian Off Road Championship Registration
B05/035	Sporting	Off Road Starting Order
B05/034	Technical	Group 3J Technical Amendments
B05/033	Sporting	2005 Tranzam Sports Sedan Sporting Regulations
B05/032	Technical	Schedule C Fuel Cut Offs and Bonnet Retention
B05/031	Administrative	NCR 241
B05/030	Sporting	2005 Subaru Rally Challenge - Sporting Regulations
B05/029	Sporting	2005 Australian Performance Car Championship Sporting Regulations
B05/028	Sporting	2005 V8 UTES Sporting and Technical Regulations
B05/027	Sporting	Rally - TRE Closed Road Sections
B05/026	Sporting	Rally - Road Event Medical Services
B05/025	Technical	Formula Ford Technical Regulations Amendments
B05/024	Sporting	2005 Australian Formula Ford Championship Sporting Regulations
B05/023	Technical	2005 Aussie Racing Cars Technical Regulations
B05/022	Sporting	2005 Aussie Racing Cars Sporting Regulations
B05/021	Technical	2005 Australian Carrera Cup Championship Technical Regulations
B05/020	Sporting	2005 Australian Carrera Cup Championship Sporting Regulations
B05/019	Sporting	Australian Production Car Championship Sporting Regulations
B05/018	Sporting	2005 Touring Challenge Sporting Regulations
B05/017	Sporting	2005 Australian Formula 3 Championship Sporting & Technical Regulations
B05/016	Technical	2005 Commodore Cup Technical Regulations (VR-VS)
B05/015	Sporting	2005 Commodore Cup Sporting Regulations
B05/014	Technical	2005 Commodore Cup Technical Regulations (VB-VH)
B05/013	Technical	HQ Holden Technical Amendments
B05/012	Sporting	2005 Saloon Car Series Sporting Regulations
B05/011	Technical	Superkart Technical Regulations - 125cc Non-Gearbox Junior Class
B05/010	Technical	Historic Group V Regulations
B05/009	Sporting	2005 Historic Touring Car Series Sporting Regulations
B05/008	Technical	Classic Rally Car Wheels
B05/007	Technical	Fire Extinguisher Regulations for Off Road Vehicles
B05/006	Sporting	2005 Off Road Standing Regulations - Log Books
B05/005	Withdrawn	Fire Extinguisher Regulations for Off Road Vehicles (replaced by B05/007)
B05/004	Sporting	Off Road - Crews Class 6
B05/003	Sporting	2005 Australian Off Road Championship - Start Order
B05/002	Technical	2005 Cross Country Rally Technical Regulations
B05/001	Sporting	2005 Cross Country Rally Standing Regulations



Spot the Bosch Official!!

Throughout 2005, representatives from CAMS State Offices will be on the lookout at various motor sport events in each state for CAMS accredited officials wearing their 'Bosch Spark Plugs' embroidered badge. If you are lucky enough to be spotted wearing your Bosch badge, you will have a chance to win a power tool courtesy of CAMS' major sponsor, Bosch Australia.

Each CAMS State Office has been allocated with several power tools and will be giving away one power tool per month until December.

NOTE: *If you have not already received your 'Bosch Spark Plugs' embroidered badge and would like one sent out to you, please contact the CAMS Officials Hotline (1300 657 673 - local call cost).*

Proudly sponsored by

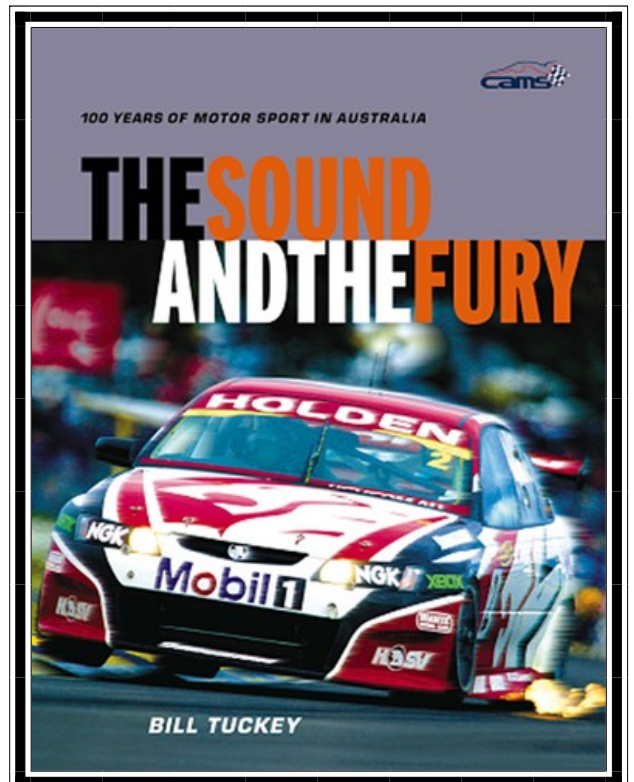


This three part book is a words and pictures celebration of the first 100 years of motor sport in Australia

The book *The Sound and the Fury* by Bill Tuckey, provides a great glance down memory lane, covering the last 100 years of motor sport in Australia. With fantastic photos and narrative, this really is a great book for the motor sport enthusiast.

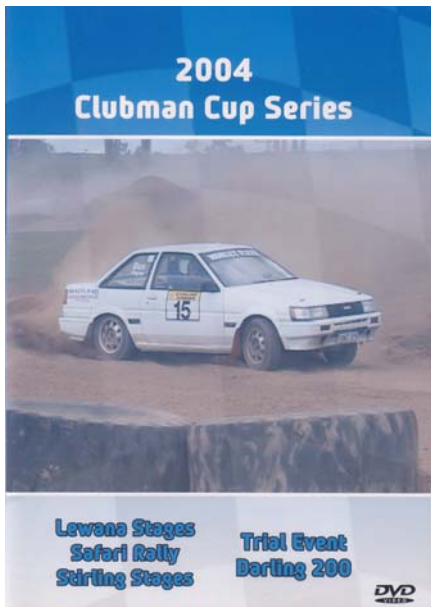
Get it from the CAMS WA State Office for only \$27.00 if you hold a current CAMS licence. Normally \$39.95 rrp.

Call Genelle at the office on 9444 3188 for more details.

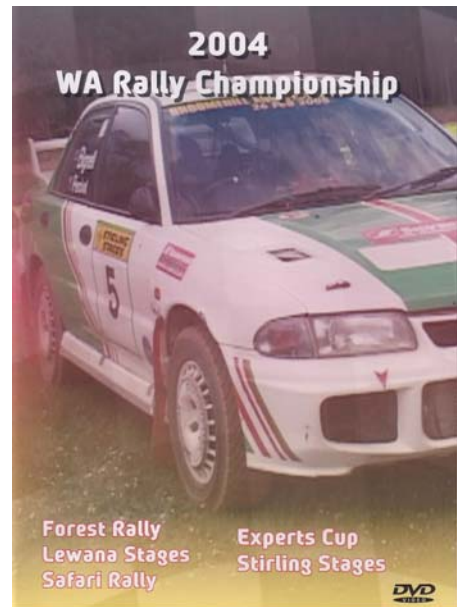




What a start to the year! With the potential loss of Rally Australia, the cancellation of the Lewana Stages Rally, and possibly one of the best ARC events to date, one only can imagine what the remainder of the year holds! Things are already hotting up for the Safari Rally to be held over the 4th & 5th June, and is looking to be the event to watch! Karl Drummond was good enough to put together a report on the recent Forest Rally, and congratulations to Ross Tapper and ALL the officials that helped to make this event one of the best yet.



WA Rally at it's best!
Do you want to see what happened in WA Rally during 2004??!! rallywa.com have produced TWO sensational DVD's on the Clubman Cup and the WA Rally Championship including a disk of the 'uncut' stuff!! The DVD's are available from this office for \$30 each plus postage if you want them sent to you, and trust me, they're well worth



WE WANT YOUR STORY!!!!!!

E-mail details from your event so you can share it with others. You may have some pictures that we can include. Funny ones get special treatment too!!

Want up to date results and seeding lists for WA Rally?

www.duetime.com.au

To keep up to date with all rally results & seeding lists log on to the above website

Quit FOREST RALLY

WA State Rally Championship By Karl Drummond

Heat One

Maybe there's something to be said about events that start on Friday the 13th?

Whilst many would be quick to jump in and add that they're not superstitious, some WA competitors would have been left wondering after this year's Quit Forest Rally.

With the postponement of the Lewana Stages Rally in early April, the Forest rally became round one of the WA State Rally Championship (WARC). Running for two full days in the gravel around Nannup plus tarmac super special stages in Busselton, WARC teams had to have impeccable preparations to get their machines through the longest event in the championship.

The Forest rally was run as 2 heats, both fully pace noted. It meant crews had the opportunity to look at the stages prior to the event, and make detailed instructions on how to traverse the course. The road surface around Nannup is a combination of ball bearing gravel and clay. In dry conditions it is dusty however gives reasonable traction. When the surface becomes wet, it is a different story. With the recent heavy rains in the area, the surface had become muddy and extremely slippery. Even during Recce, much of the route looked tricky.

Heat one started on Friday night as scheduled with two quick laps around the Busselton Toyota Super Stage. Most teams took a conservative approach to the first stages, however some came unstuck early and had meetings with the scenery. Lining the all-tarmac Super Special Stage were hay bails and water barriers, they may have been softer than trees, however they could still inflict some damage. Matt Green/Brian Darcy (Toyota Corolla FX) and Gary Whittle/Sharon Black (Datsun 1600) were some of the first to experience the barriers around the stage. As the stages were short and fast, there was not a lot in it. Former Australian and 2003 State Rally Champion, Rob Herridge with new co-driver Lisa Dunkerton, were proving themselves fast straight out of the blocks. The pair's yellow WRX setting the fastest

times for Special Stage (SS) 1 & 2. Alex Stone/Dianna Madlener (WRX) took second for both of the opening stages. The weather had held out for most of the day Friday, just as the last car finished the Super Special Stage, the rain fell with a vengeance.

After an over night halt, heat 1 and the rain continued Saturday morning in Nannup. Teams headed up for their first service, then on out to the special stages.

Once in the forest, it was apparent that the roads were extremely slippery. Corners that could have been taken flat out had to be approached with caution. Ross Mackenzie/Paul Vandermeij (WRX) were setting the pace early, the pair won SS3 with 2004 State Champions Craig Bignell/Joan Percival (Lancer Evo 3) in second place. The list of retirements then began. Chris Anderson/Joel Lithgo (Lancer Evo 4) retired with mechanical failure. Karl Drummond/Trevor Brewer in their new WRX were not having a good time either. The gearbox expired just 3km into SS3

Bignell/Percival started their charge winning SS4, Stone/Madlener were just two seconds adrift coming in second place. Ending Heat 1 prematurely was Doug Tostevin/Alan Cook (Legacy RS) with a blown turbo and Civil/Tatnell (Lancer Evo 5) retired with mechanical problems.

After a short service, teams were out for SS5, Ellis. Most had been dreading it since Recce. The stage was very slippery and treacherous in places. Just keeping the car on the road was tough. One driver commented that "If you made it through Ellis, you should be commended." Bignell/Percival won the stage with the husband and wife team of Dennis and Jackie Dunlop second in their Lancer Evo 7. Matthew Knox/Elio Della Madalena (Lancer Evo 3) retired in SS5 with gearbox troubles, as did the duo of Adam Maguire/Rob Stewart in their two wheel drive Hyundai Coupe.

At the top of the leader board Stone/Madlener and Bignell/Percival were having their own battle. On SS6, there was nothing to chose between the

Forest Rally Continued.....

two teams. Bignell/Percival just managing to ping Stone/Madlener by 0.2 seconds. Lee McIlroy/Steve Vass had been enjoying themselves on this year's Forest Rally. The pair had been setting some good times in their WRX and having a seemingly trouble free run, that was until SS6. White smoke from the exhaust spelled a blown turbo, and the pair were out of heat 1.

The teams of Bignell/Percival and Stone/Madlener had repeated their results for SS6 in SS7. This time the difference between both teams was around one second. The third Anderson car of Michael Anderson/Gray Marshall (Lancer Evo 6) retired in SS7 with mechanical problems and Whittle/Black retired their Datsun 1600 with a broken rear suspension arm.

SS8 saw Stone/Madlener take the stage win with Bignell/Percival close behind. SS8 was also the last of the long forest stages for the day. For Mackenzie/Vandermey the rally came to an abrupt halt in SS8 when their WRX engine gave up, the pair had also suffered a puncture and brake problems as well. Dunlop/Dunlop had faired no better either. The transmission had expired in their Evo 7 as well as an earlier problem with the car's fire extinguisher system. Both teams had been well on the pace earlier in the day.

Special stages 9 and 10 were a short run around the Nannup oval super special stage.

Stone/Madlener won SS9 with John "Chucky" Macara/Hanna Drury setting the second fastest time in their new WRX.

Bignell/Percival took the fastest time for the final stage, with Stone/Madlener in second.

For many teams, getting through heat one was an ordeal.

In tenth were Julian and Rachael Wright, a superb drive in their Datsun 1200. Suffering punctures and turbo problems, Shane Eather/David Burton (WRX) were glad to see the finish in ninth. David Gould/Wayne Marshall (Honda Civic) were eighth, Toby Heyring/Peter Turner in their first 4 wheel drive were seventh and Graeme Furness/Peter Lindsay (WRX) were sixth. Chucky/Drury drove well in their first outing in the new car to be fifth in heat one, whilst Herridge/Dunkerton managed fourth. Brad Markovic/Anthony Chudleigh in their new red WRX were third. Stone/Madlener had a great run to be second in heat one and the lightning pair of Bignell/Percival took out the heat one win.

Heat 2

Heat 2 Started Saturday evening with a repeat of

the Busselton Toyota Super Stage.

Again showing their speed on the tarmac, Herridge/Dunkerton won SS11 & SS12. Bignell/Percival were second for SS11 and Stone/Madlener were second for SS12.

Despite the heavy overnight rains in Busselton, much of it hadn't reached the forests of Nannup. The slippery Ellis stage was also cancelled in the interests of safety. For teams competing in heat 2, the conditions were now more favourable as the roads were beginning to dry out. McIlroy/Vasse had a short-lived return to competition. After the two passes on the Super Special stage Saturday night, the pair soon retired Sunday morning with transmission problems.

SS13 was a return to the forest for competitors and Bignell/Percival won the stage, taking the early lead held by Herridge/Dunkerton overnight. Stone/Madlener were second for the stage. Heyring/Turner had a huge moment in SS13. The pair almost rolled their WRX in front of photographers on a bank. The resultant heavy landing damaged the car's suspension and spelled retirement.

A three-way fight was forming for the remaining stages of heat 2 and the rally.

Stone/Madlener, Bignell/Percival and Herridge/Dunkerton were within seconds of each other.

Mechanical problems seemed to continue for some teams, retiring more from the rally. The clutch in Civil/Tatnell's Evo 5 gave up retiring them on SS15, Chucky/Drury also retired on SS15 with gearbox problems. Returning from heat 1 was the team of Anderson/Lithgo. Setting some good times early in the day, the pair were out on SS16 with a blown turbo. Leo Iriks/Rhian Glover (Ford Escort RS) were having a good run in this year's Forest rally, that was until SS17 when the differential gave up and the pair retired.

Green/Darcy were one of the troubled teams on the rally. Although the pair finished, it was certainly a battle to get to the ramp. Apart from body damage on Friday night, the pair had several flat tyres throughout the weekend, with as many as five during heat two alone!

Reports from competitors showed the conditions had improved and most had enjoyed the roads during heat 2. The rain had held out most of the day and didn't fall until the official finish in Nannup, much to the annoyance of photographers and camera crews.

In the WARC, tenth place for heat 2 went to Mark Cameron/Adam Pearson in their Suzuki Swift Gti,

Forest Rally Continued.....

ninth went to Maguire/Stewart (Hyundai Coupe) who had restarted after retiring in heat 1. Gould/Marshall (Honda Civic) drove well to an eighth place and Tostevin/Cook (Legacy RS) held their turbo together long enough to take seventh. Furness/Lindsay brought their WRX home in sixth place for heat 2. Recovering from problems in heat 1, Eather/Burton gained a top 5 finish in fifth place. Markovic/Chudleigh (WRX) were fourth and Herridge/Dunkerton (WRX) were third.

Bignell/Percival, the only Mitsubishi in the top ten

made the podium in second after a tough battle all day. Alex Stone/Dianna Madlener took the heat 2 honours, they'd won first place by a narrow margin.

Round 2 of the WARC is only 3 short weeks away and many teams will now be scrambling to be ready in time for the June long weekend.

Supplementary regulations, spectator and officials' information is now available from the Sotico Safari website: www.safari.duetime.com.au

For info on all rounds of the WARC and Clubman Cup, photos, results and contact details go to:



RACE SUIT EMBROIDERY

Dear CAMS,

I was just wondering if there were any regulations on sewing stuff on my fully sick race suit??

On the old FIA 1986 suits, no. On new suits compliant to the FIA 8856-2000 standard, yes. Embroidery must only be through the outer layer of the garment, meaning anything more complicated than sewing on a patch can only really be done at the time of manufacture.

Panel Meeting Dates for June/July/August 2005

June

State Council Meeting - 2nd June
Scrutiny Panel - 16th June
Stewards Panel - 20th June
Rally Panel - 21st June
Off Road Panel - 22nd June
Officiating Panel - 23rd June

July

State Council Meeting - 7th July
Stewards Panel - 18th July
Rally Panel - 19th July
Off Road Panel - 27th July
Scrutiny Panel - 28th July

August

State Council Meeting - 4th August
Stewards Panel - 15th August
Rally Panel - 16th August
Officiating Panel - 18th August
Off Road Panel - 24th August
Scrutiny Panel - 25th August



The **Event Administration (A3), Rally & Off Road** courses are now available to you on-line so you can complete it at your leisure!

All you have to do is call the Officials Hotline to register

1300 657 673

For those who didn't know you must have accreditation if you work in event administration, hence the reason for the above course. It's not hard, doesn't take long and you only have to do it once!

So go on pick up the telephone now and call the Officials Hotline and register!!!!

CIRCUIT RACING

2004 A year in reflection...

John D Hurney

Season 2004 certainly saw an absolutely bumper year for motor racing in the west, with a thriving local scene matched by an unprecedented haul of National Titles for WA competitors.

As well, the year saw further major upgrades for the WASCC's Barbagallo Raceway, now commencing its 36th year of operation and widely recognised as one of WA's top sporting facilities.

Raceway Improvements

In 2004 over \$600,000 was spent by the WASCC at Wanneroo on improvements and upgrades. Central in this program was a complete resurface of the 2.4km long circuit. The WASCC received significant State Government help in funding this project.

The new surface resulted in virtually every lap record being broken. Plus local competitors saw their budgets last a little longer as a result of much reduced tyre wear.

The other major work undertaken at the Raceway was a major enlargement and refurbishment of the Media Centre. Although – like a number of other WASCC facilities – this is really only used at the V8 meeting, the visiting V8 folks certainly appreciated the work done.

For 2005 the WASCC works program takes in a major power upgrade, the replacement of some non-compliant trackside barrier, additional kerbing installation and the construction of Stage 1 of a permanent Hillclimb venue.

Vibrant Local Racing Scene

2004 saw significant growth in almost all categories regularly racing in WA, with only Formula Vee and the later "rear engined" Historic racing and sports cars with relatively small grids. And the Vees regularly provided some of the closest racing of the year, such was the quality of their field.

The new-to-WA Saloon Car category for mildly modified 6 cylinder Falcons and Commodores took hold and was providing a healthy grid of smartly turned out cars for most of the year. Probably the best racing of the season was the WA round of the Saloon Car Championship, where a full 32 car grid of cars from all over Australia provided a simply marvellous spectacle at the Supertruck meeting.

WA drivers also featured more prominently at the Wanneroo V8 round than in past years. Our local V8 hero Garth Tander was only 1 spot off the podium, coming an excellent 4th in the main event, whilst Dean Fiore blitzed the Formula Ford events and Grant Johnson took the overall win in the thrilling Lotus Elise races.

Several categories made major gains in terms of competitor numbers in 2004, none more so than HQ Holdens and the combined Sports Car /Sports Sedan field. The HQ's shrugged off the challenge of the new Saloon Cars and grew strongly to still be recording 20+ grids at season's end – a great tribute to the category organisers. Whilst the Sports Car/Sports Sedan field benefited from the addition of several excellent new cars like Claude Giorgi's WA Championship winning Porsche GT3 and Alan Letcher's superb ex-factory BMW 2 litre super tourer to also be fielding grids of over 20 at season's end.

2004 A year in reflection continued...

WA Stars on the National Scene.

Prior to 2004, a scan of the CAMS records would probably show Garth Tander's Formula Ford Championship and Bathurst 1000 win plus Alan Tomlinson's 1939 AGP victory as the major motor racing titles won by West Australians.

Well that all changed in 2004 ! The first big win saw **Karl Reindler** (right) sew up the Australian Formula 3 C'ship at the Surfer's Indy Car meeting in what was only Karl's second full year of car racing after graduating from karts. Karl then went to Britain for a successful test with the crack Carlin race team, acquitted himself well at the recent Bahrain international F3 event, and will race F3 in either Britain or Europe in 2005.



In the very demanding and specialised discipline of Hillclimbing WA has only ever had one regular national representative in the persona of Bunbury resident **Gary West**. In 2004 Gary finally overcame the huge disadvantages of his location – such as nowhere to practice, unfamiliarity with eastern states venues etc – to take a stunning outright win in the Australian Hillclimb Championship at the wheel of his 600hp Lola.

Ably assisted by his father – speedway legend Charlie West – Gary capped off the year with the outright short circuit lap record at Wanneroo in the final sprint event of the season. He and Charlie now have set their sights on defending their national title in '05 along with another shot at that still elusive Wanneroo Long Circuit record.



At the WA round of the hotly contested CSA Wheels Australian Saloon Car Championship WA's own **Clint Harvey** (left) set a blistering pace to win all 3 heats. This brilliant performance helped Clint stay in championship contention until the final round at Phillip Island where he started the weekend amongst 3 drivers all with a shot at the title. But after an action packed weekend, which saw fellow WA ace Kerry Wade involved

in a clash which wrote off his Commodore, Clint was the deserving 2004 Saloon Car Champion. Upon returning to WA Clint sold his victorious Commodore and has commenced building a Falcon to use in his title defence in '05.

The final national championship won by a WA racer was decided at the last V8 meeting of the year, in the wet at Eastern Creek, when **Paul Stubber** brought his mighty Chev Camaro home to victory in the Group Nc Historic Touring Car Championship. Despite not having the same edge in outright speed that he has perhaps enjoyed in past seasons, Paul's brilliant driving overcame some troubled outings to best the massed ranks of Mustangs, GT Falcons and Camaros that made up his opposition. Without doubt his finest hour was at the Bathurst 1000 meeting where he was over 10 seconds a lap quicker than the opposition and the Camaro was the fastest car at the meeting (!) down Mountain Straight.

CAMS WA Speed Event Series

Known as the ENJO Series – after faithful sponsor ENJO – who concluded their long involvement in 2004, the Speed Event series also enjoyed a generally successful year.

James McDonald was a very deserving overall champion in his FVee-based Elfin single seater and 4 of the category pointscores went down to the final event. Entry numbers remained very healthy and the hunt for a replacement sponsor is looking promising. The big disappointment for the year was the loss (probably permanently) of the York Hillclimb event and, at the time of writing, a couple of the other temporary venues are also looking shaky.

However the WASCC hope to have their permanent 'climb course commissioned in 2006. And with the organising clubs are also exploring other course options, plus the upgrade of the CollieMotorplex, the Series will not want for venues in the longer term, although 2005 could see one or two fewer events whilst these plans come to fruition.

CAMS Media Statements

Keep up to date with the latest in breaking news! Have a look on the CAMS website for all recent motor sport information from around Australia at www.cams.com.au.

6 April 2005

SPECIALIST FUEL SUPPLIES POST 30 JUNE 2005

As all owners of cars using Leaded Racing Fuel will know, the Federal Government introduced legislation called the Fuel Quality Standards Act in 2002. The Regulations for Petrol made under this Act specified certain minimum standards for petrol, supporting the adoption of modern emission reduction technologies by vehicle manufacturers. The aim of this was to reduce vehicle emissions.

The Act also effectively prohibited the use of certain chemicals in fuel, such as Lead that had been widely in use for many years. Other chemicals such as Methyl Tertiary Butyl Ether (MTBE) that had been widely used overseas as a lead replacement were also effectively prohibited due to various problems identified after years of use.

As a consequence of this, the Department of the Environment and Heritage (DEH) (formerly Environment Australia), announced in 2001 that all use of Leaded Fuel for other than aviation purposes would cease after 30 June 2002. After considerable lobbying by CAMS, an interim management plan was put into place through the use of the Leaded Fuel Passbook Scheme. This scheme extended the use of Leaded Racing Fuel to 30 June 2005, with the aim of providing a managed phase out period.

What is less well known was that many of the specialist unleaded motor sport fuels, such as Elf WRF (an FIA-compliant fuel specified for the Australian Rally Championship) were also not in compliance with the Fuel Quality Standards Act due to the presence of MTBE. In order to maintain their use for international competition, many of these fuels were also "approved" for specialist use under Section 13 of the Act. These approvals also expire on 30 June 2005.

CAMS has been in constant contact with DEH over this three year period, and many people holding Leaded Fuel Passbooks have been anxiously awaiting any

developments in relation to Leaded Racing Fuel after 30 June 2005.

Last week, CAMS received official notification that the Leaded Fuel Passbook Scheme has been extended to 30 September 2006. This will enable the ongoing use of Leaded Racing Fuel until that time. It is also expected that specialist unleaded fuels, such as the aforementioned Elf WRF, will continue to be available.

Beyond 30 September 2006, the situation is still not clear. DEH, who commissioned an independent review of the use of specialist fuels in motor sport in late 2004, has foreshadowed a simplified approach to the management of fuels that do not comply with the Petrol Standard. However, any such change in policy will require legislative changes to the Fuel Quality Standards Act. We must therefore await further developments.

CAMS CEO, Dr Rob Nethercote indicated that: "CAMS has worked closely with the responsible Department to ensure that clear guidelines exist for the use of fuels in motor sport. The recent announcement provides a window for further consideration on the management of specialist fuels, and allows competitors to make informed decisions on car specifications until 30 September 2006. We will keep the CAMS community informed of any future developments as they come to hand."

For further information from the Department of the Environment and Heritage (DEH), please click link below <http://www.deh.gov.au/atmosphere/cleaner-fuels/petrol-diesel/water-sports.html>.

6 May 2005

For Immediate Release

CLUBS RECEIVE FUNDING BOOST FROM CAMS

Club level motor sport has received a major boost through the Confederation of Australian Motor Sport's Club Funding Program with a total of nine grants offered to clubs from all over Australia.

After the successful implementation of the program last year when eleven grants were offered, a second round of funding was approved for CAMS affiliated clubs in 2005 to assist with the development of motor sport at the grass roots level. The emphasis of the program is towards increasing participation levels and strengthening the club motor sport system.

"CAMS exists to benefit motor sport at all levels and the development of club level motor sport is one of the components within the CAMS Strategic Plan," said Member Services and Development Manager, Quentin Crombie.

"This Club Funding Program is essential to the long-term viability of club level motor sport in Australia and is one of many sports development initiatives introduced by CAMS over the past few years. CAMS has made significant strides in sports development at both the elite and grass roots level and this could not have been possible without the support of the Australian Sports Commission."

The Bendigo Car Club (Vic), Maffra and District Off Road Car Club (Vic) and Eyre Peninsula Autosports Club (SA) have all received grants to go towards the upgrading of facilities and infrastructure, whilst vitally important safety and communications equipment will be purchased by the Central Coast Car Club (Qld), Kempsey Macleay Off Road Club (NSW) and Australian All Rally Group (Qld).

Junior Development Programs will also be set up by the Motor Sports Club of Tasmania (Tas), Entry Level Formula Car Club (SA) and Western Desert Racers (WA) which will give young motor sport enthusiasts an opportunity to acquire skills and develop an understanding of safety, car control and responsible vehicle management within a controlled environment.

For further information on CAMS' Sports Development programs, please visit www.cams.com.au/go/sportsdevelopment.

ORGANISING AN EVENT, OR WANT TO KNOW HOW?

Event Permit Process

1. Applications for an Organising Permit must, as per NCR 64, Part IV of the 2005 CAMS Manual, be received by the relevant State Office at least 6 weeks before the date of the proposed event, but preferably two weeks before you want entries to open.

Application forms can be found on the CAMS website (www.cams.com.au) under **paper forms**.

2. In an effort to speed up the process, Applications and draft Supplementary Regulations can be sent to the state Events and Permit Administrator via **genellel@cams.com.au**

3. The signed hardcopy Application Form can then be forwarded to the office along with payment, or in the case of Rallies and Off-Road, a deposit.

All event organisers please note NCR 76 of the 2005 CAMS Manual that states entries cannot open until the draft Supplementary Regulations and the proposed event have been approved by the CAMS administration.

4. On receipt of an application and after the checking process is complete, the Events and Permit Administrator will notify, via the same mail option used, the details of any amendments or outstanding requirements.

A complete and thorough Application that includes the required list of Officials who have the required grading will ensure a quick and smooth Permit turnaround.

5. For events other than those on circuits, the Permit will be posted along with all Post Event paperwork no later than the Monday before the weekend of the Event.

This arrangement will provide the ability for organisers to inform us of any last minute adjustments to the Supplementary Regulations and/or Officials appointments.

7. All Further Supplementary Regulations **must** be approved by CAMS administration before the permit is issued.

8. In the case of events at **circuits**, the Permit and Invoice will be sent to the **venue operator** at least one week before the event and on their receipt of payment they will hand over the Permit to the Event Organiser.

Post Event paperwork will be forwarded to the organiser along with the permit. Depending on the type of event will depend on what paperwork we ask you to complete.

9. Post Event paperwork should be completed and returned to the State Office no later than **7 days** after the event.

Conducting a Social Non-Competitive Event

Is your club planning to conduct a non-competitive, un-timed event and you would like a CAMS Permit?

A Social Permit Application Form can be obtained by contacting the State Office via 08 9444 3188 or genellel@cams.com.au

A detailed written description of the event is required and should include:

- number of cars and participants
- venue
- objectives
- number of days
- description of activities

Please note that some events may involve more risk and will therefore require more than a Social Non-Competitive Event Permit.

2005 Fees

There have been some increases in fees for 2005. All fees including licences and permits can be found on the CAMS website at: www.cams.com.au

How to use the CAMS Western Australian Website

The website found via: <http://www.cams.com.au/content.asp?PageID=StateWA>, (or under 'Other Items' on the home page), and provides access to the following:

- Application Forms
- State Newsletters, current and old
- Minutes of all Panel meetings and both State Council and State Council Executive meetings
- Calendars
- 2005 Fee List

FUEL PUMP CUT-OFFS

By Peter Lawrence, Manager Technical Services

Over the past couple of weeks, there has been a flurry of discussion about the requirement for all cars with electric fuel pumps to be fitted with fuel pump cut-offs, when competing in races. And there have been some ill-informed comments, along lines which range from "suddenly imposed" to "this will be the death of racing as we know it." Just to set the record straight, here are a few facts.

1. What is required.

Appendix C, clause 10, in the 2005 Manual of Motor Sport [page 8-22]:

All automobiles in circuit races [except superkarts] shall, of necessity, in addition to the provisions of Schedules A & B in Section 6: on all cars with electric fuel pumps, the power supply to all such fuel pumps must be cut off after a maximum of six seconds absence of crankshaft revolution.

2. What about historic cars?

A similar wording appears under Vehicle Eligibility for Historic Cars, at page 8-8 of the 2005 Manual of Motor Sport, but only for cars with electronic fuel injection:

3.1.13 Fuel Pump Cutoff Switches: All vehicles fitted with electronic fuel injection systems must include an automatic cutoff that switches off power to the fuel pump after a maximum of six seconds' absence of crankshaft revolution.

3. When was this introduced?

The requirement under Schedule C first appeared in the 2004 Manual of Motor Sport, as clause 10 of Appendix C, at page 7-22.

4. But was not that repealed?

Yes, it was. Bulletin B04/003 was issued on 9 January 2004. It was issued in response to complaints that inadequate notice had been given to competitors, and it provided:

ACTION: Amend Article 10 to read as follows:

10. On all cars with **fuel injection systems, and from 1/1/05 all cars with** electric fuel pumps, the power supply"

Thus, the requirement has been well out on notice since the 2004 Manual was issued, and since Bulletin B04/003 was issued.

5. Why was the requirement brought in so hastily?

The requirement was not brought in hastily. The paper trail goes back for many years. For example, the Technical Committee Minutes of 27 November 1998 recommend to the Board that the requirement be introduced and, even then, it was a Matter Arising from an earlier minute T414.2

6. So what is required?

An article on the equipment and its installation appeared in the Winter 2004 issue of the CAMS Magazine. That article is as an appendix to this newsletter.

Electric Fuel Pump Cut-offs

Seems I jumped the Start earlier this year, and had to face the dreaded "Stop-Go" Penalty.

The astute student of the CAMS Manual would have picked up that a bulletin (B04-003) was issued withdrawing a change seen in the 2004 Manual regarding electric fuel pumps.

Up until the end of 2003, the CAMS Manual required that cars fitted with Fuel Injection be configured so that the electric fuel pumps were automatically turned off within six seconds of the absence of crankshaft rotation. The check is to run your engine, stick the car in top gear and stall it. Listen to make sure the pump(s) stop without any action by the driver before the expiry of six seconds. On your basic EFI, this is easy to achieve, and there is usually a menu to drive that function.

As of 1/1/04, this requirement was scheduled for implementation for all cars with electric fuel pumps,

Continued Fuel Pump Cut-Offs.....

not just those with fuel injection. Problem was that whilst the requirement went into the Manual, I simply never managed to publish this in a magazine article and so the world was unprepared for the change. Rather than create mayhem at short notice, the CAMS Board agreed to delay the implementation by 12 months.

The Requirement: From the start of 2005, Schedule C will require that all cars, other than 5th Category, competing in circuit races fitted with Electric Fuel Pumps will be required to have a mechanism in place to automatically switch them off should the engine stall. The Historic Commission is still considering the matter in regards to 5th Category vehicles.

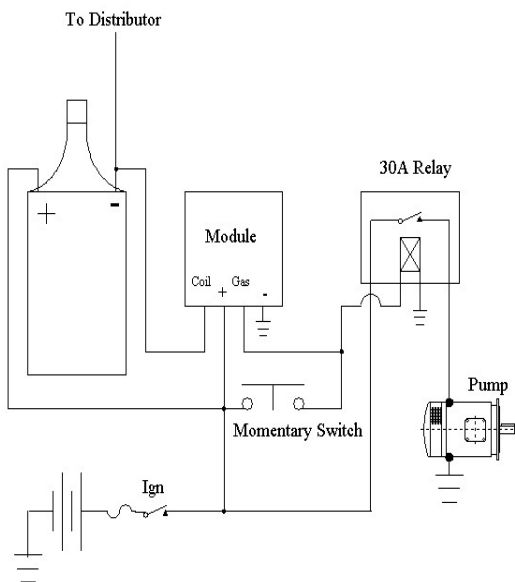
The Rationale: The rationale behind this is simple. If your car crashes, and/or catches fire, the last thing you need is for the electric fuel pump to keep running and so feed the fire or otherwise pump fuel over everything in sight. That the fuel pump will be shut off when the isolation switch is triggered is good, but may be many seconds after the incident, and if the car is on fire, reaching the isolation switch may not be achievable.

How to do it: Early this year I had several very concerned people ring me up and ask whether they had to fit an “impact sensor” to their car so that the fuel flow would be shut off in an impact. Nothing so difficult is required. The salvation in this situation is that there is a readily available solution already in widespread use across the country.

Australian Standard 1425 is the required standard for all automotive LPG installations, and one of the requirements is that the flow of LPG be shut off unless the crankshaft is turning and the ignition is switched on. The ignition switch part is fairly simple, but how does one measure whether the engine is turning.

There are a number of electronic modules available through LPG fitters that monitor ignition pulses and only provide power to the LPG lock-off when the engine is turning. The one in the photo is made by PEEL. Whilst the current draw of a fuel pump is much higher than that of a lock-off valve, these modules, in conjunction with a relay can be perfectly adequate for what CAMS requires. It is also possible to fit a “momentarily closed” bypass switch to assist with engine prime (though most lock-offs also provide a one second pulse when the ignition is switched on for the same purpose).

I have suggested a schematic as below. Depending on the wiring of your car, there may well need to be other fuses and connections required:



For those of you with cars whose engines have Magnetos, not a Kettering ignition system, there are also available cut-off switches that operate on manifold vacuum. These are simply tapped into the manifold, and when a vacuum is detected (as the engine is cranked) they can be used to energise the fuel pump relay. It is often necessary to bypass the valve with an electricity supply directly from the starter where the engine has a very low vacuum at cranking speeds, thus ensuring that the pump is energised whenever the starter is activated.

For those with a turbocharged magneto equipped engine, call me and I will endeavour to assist you to find a solution.

Peter Lawrence
 Manager – Technical Services

**ADDRESS TO STANDARDS
AUSTRALIA
MEETING – APRIL 2005**

**RISK MANAGEMENT
EXPERIENCE**

Written by Tony Thornton

Drag racing emerged in the fifties when American hot rodders moved off the streets and salt flats onto wartime airstrips. Because they were better at making things go fast than slowing down the early racers decided they needed twice as long to stop as they did to accelerate. The old airstrips were 4000 feet long so we ended up at near enough to a quarter of a mile. So, the traditional distance we race over was born by an early piece of risk management. Just as well drag racing appeared in California where they built fighters during the war. – airstrips on the east coast where they built bombers were 6000 feet long.

When the public liability crisis hit Australia a few years ago, risk management was identified as one of the major factors in the solution. I suppose the fact that ANDRA can still obtain cover, albeit at a much higher price, means we've kept the problem "surmountable" We accept that things might never return to the halcyon days of the late nineties, but the maintenance of insurance cover, a key part of risk management even for the safest recreational activities, remains one of our greatest challenges.

Reducing costs is a priority of good business but this is also about safety of patrons and participants. In 2000 we realized that drag racing, like a number of Australian motor sport activities, had been carrying out very good risk management for three decades.

We wrote down the outcomes as rules and procedures, but we didn't document the common sense or the foresight as formal

processes that produced them. In some cases it was reactive but the pursuit of safety by the sport in the US often provided us with excellent examples.

Before I go on, I'll apologise for the "oldspeak".

Transferring 6000 horsepower through a centrifugal clutch to 17" x 36" tyres on a track coated with glue, places some unique loads on parts. Using all that to launch a vehicle weighing more than a thousand kilograms from a standstill to 100 mph in 60 feet after .9 seconds, 250 miles per hour at the 660 foot mark after 3.8 seconds and 320 miles per hour (512 kph) another second after that, 1320 feet from the starting point, tends to break and burn a few things.

Today, most of that's contained one way or another. In some of our cars the driver actually sits behind the engine so the five layer fire suit with heavy gloves and boots has replaced the oily T-shirt of the fifties. Forged titanium scattershields have replaced cast aluminium bell-housings, six point chrom-moly roll cages surround the driver's head and shoulders where a single mild steel hoop was once more than enough. Five or six point harnesses 3 inches wide keep the driver in place, even if that's only when the twin parachutes open to slow the car, and restraints keep arms and hands out of harm's way. Of course I'm talking about the pinnacle of drag racing, but dozens of sedan based vehicles and a number of motorcycles regularly reach 300 kph from a standing start in less than seven seconds, with all the strain that puts on parts. Safety requirements such as rollover protection, driver apparel, chassis construction, fire suppression and general procedures are all performance based.

Because the tracks are all the same shape and length it's easy to keep things consistent between them. In simple terms the faster you go or the quicker you get there, the higher the safety re-

quirements.

Much of this has followed the US example, whipped into shape by the National Hot Rod Association (US), which began in the fifties with safety as its highest priority. Again, the process was mostly reactive as speeds increased and the envelope was pushed further. There was little history available and performances continually outstripped the predictions of enthusiasts and experts alike.

Initially tracks were wide open with the spectators kept at a reasonable distance – or allowed closer if they sat in their cars. Barriers were first installed to protect the spectators and in some American states building codes actually specified they (the barriers) were not permitted at the track edge.

Through the nineties the benefits of making the tracks narrower and bringing the barriers closer became clear. This can have a negative impact on sight lines for spectators but US research showed that over 90% of incidents where vehicles or debris ended up outside the barriers occurred in the last 25% of the racing distance. Barriers are now higher from that point.

In the mid eighties ANDRA faced legal action from a spectator who had sustained arm injuries when hit by parts of a broken harmonic balancer. We had heard of them separating and we already had a rule in place requiring retaining plates but it transpired that balancers had disintegrated in other areas of motor sport, including speedboats where they had punctured the hull and caused boats to sink. ANDRA mandated steel units or steel shields within three months.

In 1990, there were two super-charger failures in a week. These weren't unknown but they usually happened at the end of the track where there was little danger. This time the failures happened earlier

Address to Standards Australia Continued.....

in each run. Ballistic containment for cars using exotic fuels was introduced immediately.

It's fair to say both those changes had been urgent and reactive. The following year a new high speed supercharger became available. In cases of driveline breakage these could over-speed and disintegrate.

After consideration their use locally was permitted by ANDRA on condition that ballistic protection was fitted and electronic speed limiters were used. In the first ever appearance of the unit in Australia a driveline breakage occurred and the steps taken proved completely successful.

This was probably the first time a pro-active approach and a thorough assessment of risks and options had been carried out well in advance. All safety issues are approached that way now.

That's probably enough on the technical side of things.

ANDRA has had checklists in place covering all areas of race venues since the early nineties. With an average of less than one claim annually it could be said that everyone's done an excellent job. Until recently they probably did it without the lists in many cases. Again, we tend to do everything required but we just haven't written it down enough.

That's not entirely true these days. One of our major venues recently produced a five page analysis of how to make their officials as visible as possible while still presenting a good corporate image. Some of our smaller temporary venues operating on a volunteer basis produce some of the best risk management documentation. Sure, their job's not as big, but their commitment certainly is.

I've focused almost totally on safety and personal injury so far. Drag racing can't run in the rain so over the years all the promoters, most of the administrators and some racers have become competent amateur meteorologists. This was the example I used to convince everyone that we already possessed some level of risk management skills – and because we have absolutely no control over the weather it's all about management.

Picking the date for an event happens well in advance. If it's raining in town on the morning of a race, the financial risks of opening the gates must be weighed. The racers will come but the spectators may not. If the track's dry it's almost an impossible call. If it rains once the event has started the decision must be made to wait for a break, go home and finish another day, or just go home. As well as the financial considerations there's the PR factor to consider.

By today's standards, earlier times do seem like "the good old days". Still, if we think about what we're providing now the job of delivering that was always going to be challenging.

In at least two cases in recent years, after fatal incidents involving motor sport participants, legal and judicial interests have criticized motor sport organizers for "failing to remove all danger". That's not really achievable.

As well as providing a formal system to identify, categorise and minimize the dangers we deal with, risk management provides us with a way to prove that we are being responsible – something a good history on its own doesn't seem to do anymore.

Although I'd prefer it was motivated only by the need to keep the activity and the business as safe as possible, it is fair to say the current focus on risk management has been generated by the insurance crisis.

Whatever the reason, the circumstances of recent years have driven us to embrace risk management and stimulated greater interest in the process and it's benefits across a wider base. That's a great outcome.

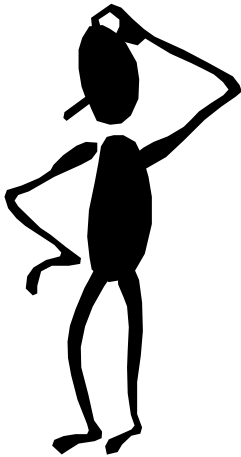
Buying a helmet for a HANS device?

If the helmet you are buying is fitted with tethers but does not have the FIA sticker fitted, (which is likely if the helmet comes from the United States), you will need to obtain a CAMS HANS Compatible helmet sticker before you can use the helmet in Australia at a CAMS Permitted Event.

In order for CAMS to issue a sticker, the owner must be able to prove that the helmet has been modified in accordance with the FIA, Appendix L Article 1.2. This would normally take the form of a letter from the helmet manufacturer (Bell, Arai etc)

stating that the helmet has been modified in accordance with:
A) instructions provided by the helmet manufacturer, or
B) instructions issued by the HANS supplier and which have been approved by the helmet manufacturer.

Applications for the CAMS sticker must be made through the CAMS Manager, Technical Services at the CAMS National Office. This application must be accompanied by documented information as above or no sticker will be issued.



Ever Wondered about Tyre Speed Ratings?

Many thanks to Russell Stuckey of Stuckey Tyre Service in Victoria for this article

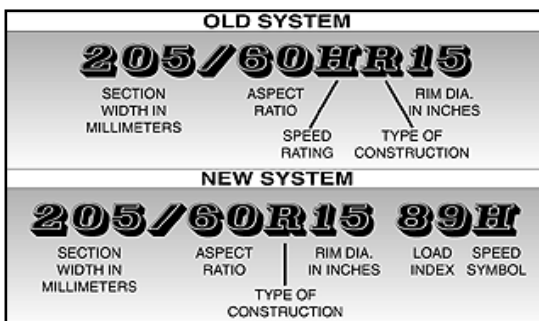
Speed ratings were originally a big issue of contention as the various State laws required any replacement road tyre to have a matching Speed Rating to the factory fitted tyres. This had the effect of forcing aged Jaguar drivers (the car not the driver) to fit expensive 'V' rated tyres instead of more popular (and cheaper) 'H' tyres. Thankfully those days have long passed and regulators now see the sense in allowing 'S' tyres which are safe up to 70Kph over the legal limit. For rally cars even 'Q' (140Kph) is allowed. Speed ratings are an arbitrary measure of the maximum sustained speed at which a tyre can survive structurally. Speed Ratings are not a measure of tyre roadholding performance or strength. As this rating is determined in laboratory conditions on a large steel drum (as opposed to a flat road surface) they include a significant margin for error.

Rally tyres tend to have a lower speed rating than normal tyres because a) they have a much softer tread compound, b) reinforced sidewalls and c) heavy shoulder gauges. These three features of modern rally tyres all tend to generate higher casing temperatures which effectively reduce a tyre's high speed capability. For tarmac rally tyres, the shallower tread gauges and reduced casing reinforcement allow for higher speeds.

'Speed Rating' is the speed which a tyre can withstand constantly without flying apart. It is measured by running a tyre, under loaded conditions, against a large drum. To meet a particular speed rating, the tyre is run for periods of time at different speeds according to the standard (whether European or American).

Illustrated below are common speed ratings and their 'speed symbol':

SPEED SYMBOL	TYRE SPEED RATING
S	180 km/h (112 mph)
T	190 km/h (118 mph)
U	200 km/h (125 mph)
H	210 km/h (130 mph)
V	240 km/h (149 mph)
W (ZR)	270 km/h (168 mph)
Y (ZR)	300 km/h (186 mph)
ZR	Above 240 km/h (149 mph)



New car manufacturers are required to fit tyres that can match the car's top speed for obvious reasons. The same used to apply for replacement tyres, but now this has changed. In Australia, replacement tyres must only meet a minimum of 'S', which is 180 km/h, or 70 km/h above the maximum legal speed in any state. The only exception to this is for off-road applications such as 4WD and rally use where 'Q' (140kph) is allowed.

This speed rating must be moulded onto tyres' sidewalls to comply with the relevant standard. Below are 2 systems of tyre branding in current use:

It is important to understand that speed rating is not an indication of road handling performance in any way. In fact, most methods of raising a tyre's speed rating can have the reverse effect. However tyres made for vehicles with high speed capabilities tend to also require high performance characteristics as well. Remember, producing tyres with high performance characteristics and speed ratings is expensive.

Something you want to know??? Then ask!!!

Email your question to genelle@cams.com.au and we'll endeavour to find an answer for you!

MOTORKHANA

David Elliott — Chairman Motorkhana Advisory Panel

The WA Motorkhana Championship is well underway with the running of Round Two on the Saturday of the June long weekend. Now a traditional part of the Albany "Round the Houses" festival, this year the Motorkhana had to move from its usual CBH venue at the harbour due to construction work. With help from senior ranger and fellow club member, Garry Turner, the Mini Car Club was able to secure the car park at the swimming pool for this year's event.

As it turned out, the aquatic connection was appropriate and completed by a continuous period of rain that started during the 3rd test and lasted till well after the final and 8th test. The officials bravely stood out in the rain whilst drivers tackled the difficult conditions.

Outright winner of the event was Scott Bennett sharing his father's Turben Special and just over half a second behind was Steve Byett in a similar Mini based special. 3rd place went to Jim Newell in a Subaru based Special, a car with huge potential that he is still getting to grips with.



The battles within the classes were close too. Class A saw Jim Ridgewell (Mini Moke) with an incident-free drive, win, with Brent Matthews (Moke) second and Simon Ridgewell third. Simon was

on his way to a class victory when a puddle in the finish garage of the last test caught him out and his Moke skidded into a marker, giving him a 5-second penalty.

Class B was dominated by the Toyota Starlet of Frank Ferrari. John Cottam in the same car was second, and Frank's son Jarrod 3rd. Jarrod's event was marred by a "wrong way" penalty on test 6, which took away a chance of a class win.

The Mini Car Club had set up the tests in such a way

that Hillclimb competitors could compete in both events but delays at the hill during the afternoon session meant that the Class B Westfield of Peter and Phill Morley missed the last 4 tests putting them out of the competition.

Class C was won by Duane Joubert in the "Tyre Bri-



gade" Sprinter, with Sue Prance sharing the same car coming second, despite an impromptu doughnut in the middle of test 8. Ron Goldsmith in the Fiat 124 Sport was in 3rd place.

A lone competitor in Class D, Ian Towart driving a Peugeot 306 earned top class points for coming down to Albany. It was disappointing not to see the roof down on the cabriolet!

There are a couple of classes in the State Championship what have had a small amount of entries, Class D, normally the domain of Commodores is one of them, Class E (4WD) is another. A bit of practice in the up and coming events could see drivers of these types of cars National Champions. That's you, HSV, WRX, and EVO drivers!

Class G (rear wheel drive specials) saw Jim Steel get to grips with his newly built Mini Special. An awesome vehicle with heaps of potential.

As you probably know the Australian Motorkhana Championships are being held in Perth this year. It is a single event scheduled for November 7th at the AHG Driver Training Centre. As most of you know this is an excellent venue and this Motorkhana should not be missed. With 3 State rounds and a practice event still on the calendar, there should be no excuse for past Motorkhana competitors to brush up on their skills and give the Nationals a go. More news on the 2005 AMC to follow.

...Continued from Page 1

CAMS, particularly over the last few years, have placed an enormous amount of time into cementing its name into the international motor sport arena, to gain notoriety in the operation and management of the sport. This has the follow-on effect of providing our local governments with the confidence that CAMS is a group synonymous with socially responsible, and above all, safe motor sport activity. What does all this gobbledegook mean to you in the end? It means we can obtain government grants, it means that we can shut roads and drive through forests or up mountains, it means that when a club has an accident, people are insured and looked after, and when the worst accident of all occurs, you have the best risk management protocols in place, and the administration is able to demonstrate to authorities that have the power to shut us down, that we do cover all bases and acknowledge and address all foreseeable risks, right down to motorkhana level. So next time you attend an event, think of the worst case scenario that could possibly happen, and see if that risk has been assessed or addressed, then think of who has you covered if you are involved!