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March-June 2009



Scott Dean on his way to winning The Blacktrack Hillclimb recently.





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CLUB NEWS

-OK, so you're thinking you haven't seen a newsletter for a while.... Well it's been a busy time in the club, so ere tis...

-Welcome to our newest members Gerard Hesp, Ben Deavin, Trent O'Shea, Jannel Colgrave and Joash Rowlands.

-The CAMS awards dinner was held in Hobart in February. 220 odd people attended and were entertained by V8 supercar driver Jason Richards. Some of our club members received awards. Find the full list of recipients inside.

-Pedders Suspension Motorkhana Series round 1 was held at the end of February at Symmons Plains.

-The Pedders Suspension Khanacross series round 1 was held mid March at Powranna.

-The club held its first gravel hillclimb in 20 years on April 18th.

-Targa Tasmania has been and gone. Club Treasurer Tim Kulhanek finished 3rd in the modern section. He was co-driving for Ben Wooster in the R32 Skyline. You can also read a report from Barry Oliver inside.

-We hosted Round 2 of the SPG Drift Series at Symmons Plains in early May, and Round 2 of the Pedders Suspension Khanacross series in late May.

-Coming up is Round 2 of the Pedders Suspension Motorkhana Series. See the website for all details, which is now operational again after a small hiccup and some down time. Kev Quigley has put his hand up to co-direct this one, so hats off to Kev!

-The 2009 Tasmanian Rally Series gets under way on June 13th, with the Mt Lloyd Rally, hosted by the 500 Car Club. Go to www.tasrally.com.au

-Mountains Stages lives again. The club has committed to 1 round of the 2009 Tasmanian State Rally Series. This years Director is Barry Oliver. The event was to be the Auspine Rally in October. Recently Auspine notified the club that they would no longer be sponsoring the event. It was decided to retain the date in October, but move the event back to the Roses Tier area. Stay tuned for more news later in the year.

-Matt Von Bertouch has been elected as the Northern Representative to the CAMS State Executive. Barry Oliver is currently the Chairman.

-There are the latest CAMS bulletins in the back.

-See www.msct.com.au for all club related info.

Jase.

2009 MSCT Calendar

June 20th	Motorkhana Round 2	Symmons Plains
July 14th	Committee Meeting	Archers Manor
July 25th	Khanacross Round 3	Powranna
August 11th	Committee Meeting	Archers Manor
September 5th	Khanacross Round 4	Powranna
September 8th	Committee Meeting	Archers Manor
October 3rd	Auspine Rally TRS4	Scottsdale
October 10th	Drift Practice Day	Symmons Plains
October 13th	Committee Meeting	Archers Manor
November 7th	Tas Drift Series Round 5	Symmons Plains
November 10th	Committee Meeting	Archers Manor
November 21st	Khanacross Round 5	Powranna
December 5th	Motorkhana Round 3	Symmons Plains
December 8th	Committee Meeting	TBA



Pedders Suspension Motorkhana Series Round 1.

Round 1 of the Pedders Suspension motorkhana series got under way in very dusty conditions at the end of February.

20 brave souls lined up in very dry, dusty, breezy weather at Symmons Plains, to tackle 5 tests on the grass, in the first round of the 3 round series. Of those 20, 5 were first time competitors in an MSCT event.

Each competitor would get 2 attempts at each test, with the fastest time of the 2 attempts to count.

Test 1 was a fairly simple and straight forward one called Straight Slalom. Due to the simple nature of the test, the times were fairly close with Darrel Cooper topping the time sheets, and only 17 seconds covering the entire field. Also due to its simplicity, very few penalties were incurred.

Test 2 was slightly more complex. Called Hopscotch, the first part was a slalom course similar to Straight Slalom, but the second part of the test differed, giving the drivers something to think about.

Test 3 was called Crossover. It was basically twice as long and twice as twisty and had nothing in common with the previous 2 tests. When the course was set, and the direction maps circulated, the drivers started to panic. On paper it looks very difficult and confusing. In practice, it was.... Wrong direction penalties were common in the first run-thru. It was about his time the dust really started to fly. Literally. A constant dust cloud cover a section of the Midland Highway. This was only going to get worse with Test 4.

World Tour was the name of the 4th test. It basically required drivers to complete 4 do-nuts in ever increasing circles. The only problem was getting lost in the dust part way through the run. The end result was either slowing/stopping and waiting for the dust to clear, or powering on and risking a wrong direction.

When Test 5 was circulated, the term sadistic was used to describe me, the Clerk of Course.... It was called Reverse Tee Slalom, and 90 percent of it was done in reverse. And by that I mean in reverse gear, with the tail lights going first. Although most drivers navigated the course successfully it certainly slowed the speeds down, keeping the dust down in the process.

After the results were tallied, Darrel Cooper finished in first place in his Mini Cooper and took home the trophy. Fraser Nuttal finished 2nd in the Khanacross special Corolla, with Adrian Lee in 3rd in the 2WD Subaru Liberty. 1st Junior home was Jak Nuttal, in the Corolla. He also finished 4th outright.

I would just like to finish by saying thank you and congratulations to all of the competitors on the day, and thank you to all those that pitched in on the day. It certainly makes the day much easier to run.

Cheers

Jase.

For all the Pedders MSCT Round 1 Motorkhana Results:- www.msct.com.au/Results.html

Round 2
2009 Pedders
Motorkhana Series
20th June 2009



Symmons Plains Raceway
On the Bitumin, behind the Pit tower.

\$30 Adult

\$15 junior (under 17)

9:30-10:15 scrutineering

10:15 drivers briefing

For details please contact

Kevin Quigley

0407 499 956

OR

Visit www.msct.com.au



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Just behind Wooly's



500 Car Club Chairman Gadsby Navigating in the 2008 Old BP Rally

500 Car Club of Tasmania Inc.

Contact: *Tim Gadsby - 0419 584 875*
Darren Clark - 0429 327 288
David Allwright - 0438 685 266
Graham Malcolm - 0438 728 910

2009 Trials Series

This years series will consist of the three events which will be run as non-timed touring-assemblies, for the most part on good condition roads.

Round 1 - will be a daylight-only event to be run in the Southern Midlands area

Round 2 - A daylight-only event in the Southern Forests

Round 3- A night event to be run in the forests of North-East Tasmania, so get that camping gear!

All events will count towards the 2009 series scores.

•**Round 1:**

Sunday 28th of June

•**Round 2:**

Saturday 1st of August

•**Round 3:**

Saturday 19th of September

More info at:

www.tasrally.com.au/forum



Targa Tails

Going into Targa Tasmania Jim Richards and I knew the competition in the Modern category would be much tougher than last year and after two days and 146 competitive kilometres the results reflected exactly that. Officially only three seconds separated the top three cars and with over 300 competitive kilometres to go the pressure was on to stay in touch for the all important run to Hobart on day five.

Our times this year were generally three quarters to one second per kilometre faster than last year in the same car on the stages where we could do a direct comparison. The only changes to the car from 2008 were different rear springs and a tyre package of Dunlops on the front and Pirelli's on the back, mainly for durability.

This year the organizers had introduced for the first time a floating base time arrangement for seven nominated stages to maximize the number of competitive kilometres. The idea was that if a team went under the nominated base time, and were the fastest on the stage, then their time became the new base and everyone else was penalized.

The 16km "Paloona" stage was the first of the stages with a floating base time and it was obvious that the teams at the pointy end would be putting in a big effort. The nominated base time was 7 minutes 30 seconds and last year we had beat that by 5 seconds so based on what had happened on the previous two days a 7m10s was a possibility.

Our run from the start of the stage went really well and I felt comfortable that we were on track to record a competitive time. At the 4.9km mark there is a Turn Hard Left onto C145 which is approached at about 180kph on a fast downhill section. As we turned into the corner we had a whisker of understeer, and that was enough to carry the car to the bank on the right hand side of the road.

The impact was at no more than 50kph but it was enough to smash the radiator, which is mounted right at the front and down low. There was no damage to the bodywork and the tyre was still fully inflated even though there was dirt lodged between the tyre and rim.

Right from our first event in 1993, Jim and I had an arrangement that "what happened in the car stayed in the car", but I'm comfortable to relate the conversation that happened as the car came back onto the road.

Jim. "That's it Baz. I think we are done."

Baz "You reckon?."

Jim "Yep."

Baz "OK- keep an eye on the mirrors and look for a safe place to park."

My immediate concern at that stage was to get the OK board out before the next car arrived as I didn't want our fellow competitors to slow down on such a critical stage. They still had a long way to go in the event and I know from experience that even getting a derived time doesn't always work out for the best. Fortunately there was an SOS point just down the road and before the car had even stopped I was bailing out with the OK board. (Yes I did remember to pull the intercom cord out of the helmet first.....) It worked out fine but then a funny thing happened; While I was standing there with the board I looked up and thought "where the hell did that come from?" There was blood running down my right hand so without realizing I must have scratched it as I was getting out of the car...

The quick lift truck arrived and the car was loaded to go back to the Silverdome while Jim and I got a lift to Sheffield to wait for my wife to come and pick us up.

No -We didn't go to the Pub...

The following day Jim and I spent some time at the LGH with 2008 Targa West winner Steve Jones who had a monster crash in his R35 Nissan on the "Stoodley" stage then we took our wives to lunch and the movies. All very civilized.

On the Sunday afternoon we all drove to Hobart for the Hall Of Fame dinner to be followed by the Targa presentations on the Monday morning and then it was home and back to reality.

This was our 17th Targa Tasmania and our 46th Tarmac rally and I estimate that we have done well over 1200 special stages and thousands of competitive kilometres since we started in 1993. This was only the second time that we had damaged a car. The first was in Rally Burnie in 2006 when we hit a guide post on the Savage River stage in the Porsche 944 turbo and dented the driver's side sill.

The next event for us is Classic Adelaide in November, and as for Targa Tasmania we will certainly be back next year.

And congratulations to Tim Kulhanek on a great effort. Well deserved.

Cheers

BO.



photo from www.targa.org.au

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TROPHY RECIPIENTS 2009 MOTOR SPORTS AWARDS DINNER

MOTORKHANA CUP:

Darrell Cooper

RALLY

	DRIVER	Navigator
Novice	No award	No award
Class P1 (up to 1300cc)	No award	No award
Class P2 (1300 – 1600cc)	Aaron Reader	Scott Murfet
Class P3 (1601 – 2000cc)	Mark Kyle	Glen Corner
Class P4 (2001cc and over)	Nicholas Shaw	Helen Blake
Class P5 (4WD)	Craig Brooks	Daniel Willson
Class P6 (4WD)	Sam Kirkland	Sam Button
2WD	Mark Kyle	Glen Corner
Outright	Craig Brooks	Daniel Willson

OFF ROAD

Pro Buggy	James Jacobson
Prolite Buggy	Jason Woods
Super 1650s	Shane Marshall
Performance 2WD Sedans	Stephen Watkins
Extreme 4WD	Dean Maddock
Navigator	Briany Chilcott

CIRCUIT

Formula Vee	Noel Clark
Historic Touring Cars	Warren Bryan
Improved Production	Andrew Webster
Sports Sedans	Jared House
HQ Holdens	Andrew Toth - Subject to confirmation
Targa A	Bill Fulton
Targa B	Shane Bond
Targa C	Matthew Grace
Sports GT/Targa ?	

DRIFTING

Ben Purtell

SPORTS PERSONS OF THE YEAR

Off Road
Circuit
Rally
Motor Cycle Racing
Karting
Drag Racing
Speedway

Ian James
Leigh Forrest
Daniel Willson
Matthew Phillips
Jonathon Males
Dion Wilson
Kevin Purton

PERPETUAL MAJOR AWARDS/TROPHIES

STATE OFFICIAL OF THE YEAR:	Kevin Burt
NATIONAL OFFICIAL OF THE YEAR NOMINATION:	Terry Atkinson
LING ROOKIE:	Dane Smith
BONDY TROPHY:	Shane Bond
PADDY & ENID BAKER TROPHY:	Mick Luscombe
POLICE COMMISSIONER'S TROPHY:	Ken Roddam
RON & IVY MacDONALD CIRCUIT RACING TROPHY:	Matthew Grace
CAMS SERVICE AWARDS:	Charles Button Ian Wade
SPECIAL AWARD	Dionne Hardy

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2009 Pedders Khanacross Series

Round 1 – 21st March 2009

The 1st Round of the Pedders Khanacross series at Powranna was an absolute cracker of a start to the start of the 2009 MSCT Pedders KhanaX season. 27 starters fronted up for a big day of gravel fun with the pretty standard format for the south track, but this sadistic director deciding to add a twist by placing a switch back figure of 8 layout for the northern track. This definitely had confused some competitors with wrong directions playing out in the final results.

Before Lunch Run's

The first runs got under way, caution was thrown out the window and the red mist had definitely settled. Streety in mighty Thunderbird set a cracking pace but had a hard time keeping it off the tyre walls, but not to be out done he had Scott Dean putting the pressure one in the Evo 4 and a very hard charging pack hot on his heels with Adrian Burns, John Brozek, Dennis Cooper, Jeff Morrison and Ricky Hunt not giving an inch and all only separated by 20 seconds.

Other shakers and movers were the radial tuned Corolla of the rapidly improving junior Jak Nuttal poised to make an upset later in the day over his rally tired foes, this can also be said for the Tiny \$1.20 of Wayne McLachlan, Ricky Hunt in the 'Mad Max' Torana and Geoff Taylor who all quietly slipped into the top 10 with some very respectable times.

After Lunch Run's

The groups swapped tracks from the morning runs and the choking dust was playing havoc on lap times with poor visibility in some section. Everyone was on maximum attack to win those sheep stations in the first round and with the pressure showing a number of competitors started taking penalties for flattening tyre walls and wrong directions (remember the early statement of sadistic director).

Streety continued his dominance from the morning, although not clean sweeping the time sheets with Scott Dean setting a number of fastest times but taking x2 wrong directions hand the win over to Mr. Street in what was an awesome display of controlled madness. This must leave everyone else wondering what they have to do to top the time sheets.

All other places were well and truly up for grabs and that racing pressure sorting a few out. Mr "Pedders" McLachlan clipped a BIG tyre in the chicane and rolled the poor little Datsun \$1.20, Leighton Burns copping a slowest +5 and Jak Nuttal, Geoff Taylor and Fraser Nuttal taking time penalties for hitting tyre walls or driving over them. As you have already gathered, Jason Street took out 1st Outright and Class B, 2nd Outright and 1st in Class C went to Adrian Burns and 3rd Outright and 1st Radial Class going to the ever consistent Dennis Cooper. In the other classes, pushing his pocket rocket Civic to 5th outright and first in class A was Jeff Morison and Scott Dean taking out Class D over Matt Atkinson in the AWD shootout.

Our juniors also had a cracker of a day with Jak Nuttal in Giant Killing Corolla taking his driving up to the next level, not only did he win the Junior class but 2nd for Radial's and finishing well inside the top 10 and is now knocking very hard at the outright position door.

Round 2 – 23rd May 2009

A nice sunny day and a very dry slippery rough track greeted the 26 competitors for round 2 of the Pedders Khanacross Series. The standard x2 tracks had been rearranged with tight hairpins being placed into the north track and the fifth run being held on the south track with a bit of a twist (literally, read on).

Before Lunch Run's

The first group of 13 toddled off to the northern track to tackle those VERY tight hairpins. They all went out on maximum attack, Jak Nuttal continued his form from Rd 1 with Dad (Fraser) co-piloting the Little Corolla, hard on his tail, Dennis Cooper, John Brozek and Rick Hunt were also well in the mix. The surprise packet came from Mr Kevin Q. with his new found confidence on rally tyres putting in some seriously fast times throughout the morning with perfect consistency placing himself well for the afternoon runs.

Not to be outdone the Southern track groupies waged a huge counter offensive to make this competition quite the spectacle. Jason Street in the mighty Thunderbird, Adrian Burns, Jeff Morrison and Leighton Burns all on the limit But couldn't quite match the pace set by Luke Howe in the Excel. Another shaker and mover was the radial tuned Corona of the fast peddling Howard Colvin, who popped into the top 10 for the morning. Further down the score sheet our Jr's were also having a cracker of a day with Kirsty McLachlan "Hunting" down young Josh in a confident driving display with Trent O'Shea keeping in touch as well.

After Lunch Run's

With the pressure on and both tracks starting to cut-up quite badly, the tyre walls would have been quaking in their boots and rightly so! Everyone was struggling with the lack of traction, big ruts and a number of competitors copped penalties for flattening tyre walls which would play heavily in the final results. This didn't stop the fast and furious speed up the front with Luke Howe's Excel relishing on the tight north track claiming the Outright win and first in Class A. But as Luke was not eligible for series points, Streety continued his impressive onslaught of controlled madness to place 2nd Outright and 1st in Class B gaining maximum series points.

Now this is where things got very interesting, in the charge for the last of the outright positions the usual group of front runners struggled to maintain there fast pace without taking out our tyre walls and accruing time penalties which even included the 'Silent Assassin' Dennis Cooper!

Kevin Quigley in his first outing on rally tyres surprised everyone (including himself) maintaining consistency and a fast pace, without penalty, claiming 3rd Outright (WELL DONE). Next was Adrian Burns taking out Class C just nudging out Jeff Morrison in the giant killing Civic storming home in 5th.

Radial class also went to the wire. Young Jak Nuttal pushed his TRD tuned Corolla to the limit to be the 1st junior across the line and also breaking Dennis Coopers straggle hold on radial class beating him by just 0.5sec and proving his Rd 1 success was no fluke.

Anyway enough dribble from me. Once again, I would just like to say thanks to everyone who helped on and before the day with all the chores that go into running these events.

Hope you all had fun and we'd love to see ya all at the next Khanacross, this years series is shaping up to be a real rip snorter!!!

For all event and Series results:- www.msct.com.au/Results.html

Keep doing it sideways in the gravel.

Matty von Bertouch



Round 3
2009 Pedders Khanacross Series
25th July

Powranna

(Behind the dragway)

\$40 Adult

\$20 junior (under 17)

8:30-10:00 scrutineering

10:15 drivers briefing

For details please contact

Matt von Bertouch

0408 003 212

OR

Visit www.msct.com.au



Motor Sports Club of Tasmania

PO BOX 1206, Launceston Tasmania 7250

The Black Track Gravel Hillclimb

The MSCT held its first gravel hillclimb in 20 years recently. The event utilized a piece of road in the Retreat forest near Lilydale, and attracted a very healthy 27 entries.

The course was 2.2km long and featured 2 chicanes to bring the speed down a little bit. Contact with the chicane attracted a penalty. Fortunately contact was rare. The first 1700 metres, although uphill, was fairly flat, flowing and fast. The last 500 metres was steep and twisty right to the finish.

The drivers were given a slow speed recce run, and then a high speed untimed run, before the serious competition started. At the end of the day, most drivers had completed 4 timed runs. The fastest pass of the day would be deemed the winner, and the record holder it would seem.

A few drivers DNF'd due to mechanical faults. James Austin's Subaru RX rattled the harmonic balancer loose whilst Pete Sutcliffe (shared drive) was on his 3rd run, so James only completed 2 runs, although he still featured well in the results.

Shane Russell broke his EVO3 on the start line of his 3rd run, but he also figured well in the final standings.

Jeff Morrison brought out his lightweight Honda Civic, but only completed 3 runs before having to leave for a prior engagement.

The only other driver not to complete 4 runs was Kirsty McLachlan driving the newly acquired ex-Barry New Datsun 200B. Sharing the drive with her father Wayne, Kirsty set off on her 4th and final run up the hill, when unfortunately at about the 500 metre mark, she parked the car with the wheels facing the sky.... Fortunately Kirsty was given the OK by the Ambulance Private officer, but the car was not...

Its fair to say most, if not all had a corker of a day. And being such a success, we are trying to find a spare date later in the year to have another one. See you there and you can find all the Hill Climb result at :- www.msct.com.au/Results.html

Jase.

Round 2 Tasmanian Drift Series.

MSCT hosted round 2 of the 2009 Specialised Performance Garage Tasmanian Drift Series at Symmons Plains on May 9th. We had record entries with a total of 30 drivers including 4 mainland entrants. This meant a very tight schedule during qualifying, and some very exciting battles.

Podium place getters were:

First Place - Victorias Mike Truscott.

Second place - Leigh Pidwell also from victoria

Third place - our own Damo ('DK') Roach.

The **Twin Drift** award went to the GVC team comprising of Simon House and MSCT member Greg Brewer.

Huge thanks to all of the officials on the day. It was a huge day for everyone involved so a huge thanks to all of the officials and helpers on the day!! The MSCT are planning at least one Drift practice day for later in the year as well as hosting the final round of the Tassie drift series in November.

-Coby



Thanx to Adam Sutton for use of the photo. www.circlework.com.au

TECHNICAL BULLETIN**SCHEDULE R - GENERAL REQUIREMENTS FOR RALLY CARS****REFERENCE:**

CAMS Online Manual of Motor Sport, General Requirements, Schedule R - General Requirements for Rally Cars.

http://www.camsmanual.com.au/10_gen_req.asp

RATIONALE:

To clarify that first aid kits are compulsory for all rally cars. Note: There is no change to the kit content.

ACTION:

Amend the Schedule R, Article 12 as follows:

All vehicles are required to carry on board a weatherproof emergency first aid kit, which can be easily accessed, containing at least the following:

2 x extra large universal accident dressings

2 x large open weave bandages

2 x medium open weave bandages

1 x pair dressing scissors

1 x roll adhesive tape

6 x safety pins

1 x large burn dressing with a non-adhesive surface

1 x thermo accident blanket

2 x medium combination pads

6 x adhesive plaster strips

1 x triangular bandage

2 x sterile eye pads

1 x first aid manual

Notes:

1 These items may be purchased from St John Ambulance as a kit or from any reputable first aid supply company.

2 This kit is no substitute for first aid training. It is recommended that all competitors should undertake a first aid training course.

The following equipment is recommended for all cars:

(i) towing and de-ditching gear.

(ii) fitment of a laminated windscreen.

(iii) windows tinted with a film which complies with the state vehicle regulations in the relevant state may be used.

The use of film which complies with the provisions of Article of 253.11 of FIA Appendix J is permitted in ARC events.

Note: Compliance with FIA article 253.11 is not mandatory for other than International events.

~~(iv) All vehicles are required to carry on board a weatherproof emergency first aid kit, which can be easily accessed,~~

~~containing at least the following:~~

~~2 x extra large universal accident dressings~~

TECHNICAL BULLETIN

PRODUCTION RALLY CARS

TECHNICAL REGULATIONS AMENDMENT

REFERENCE:

CAMS Online Manual of Motor Sport, Rally / Road, Group 3C, Production Rally Cars, Article 3.3(xxii).

http://www.camsmanual.com.au/04_rally_road.asp

RATIONALE:

To introduce new exhaust manifold freedoms for naturally aspirated four wheel drive vehicles.

ACTION:

Amend the Group 3C Production Rally Car regulations as follows:

3.3 (xxii) The exhaust is free after the exit from the exhaust manifold, subject to specific local requirements. It may not project in any way beyond the coachwork (in plan). The exhaust system must not be provisional. Exhaust gases may only exit from the end of the system which must be within 10cm of the perimeter of the car and aft of a vertical plane passing through the centre of the wheelbase. Parts of the chassis must not be used to evacuate exhaust gases. Adequate protection shall be provided to prevent heated exhaust pipes from causing burns.

On cars fitted with turbo charged engines, the exhaust system is free only after the turbo charger wastegate unit. Heat shields may be fitted to the exhaust manifold and/or the turbo-charger for the sole function of heat protection.

On **2WD** cars **fitted with naturally aspirated engines**, the exhaust manifold is free.

The car must at all times comply with CAMS' requirements as to noise level.

END



SPORTING BULLETIN

NATIONAL RALLY CODE

REFERENCE:

CAMS Online Manual of Motor Sport, Rally / Road, National Rally Code:
http://www.camsmanual.com.au/04_rally_road.asp

RATIONALE:

To address incorrect references in the National Rally Code relating to parc fermé regulations.

ACTION:

Amend the National Rally Code, Appendix A, Article 1.10(i) as follows:

(d) When leaving a *parc fermé* at the start, regrouping halt or end of Leg/Heat, the crew shall be allowed to enter the *parc fermé* 10 minutes before ~~their~~ ~~its~~ due starting time. During this time, the crew will be permitted to prepare themselves and move the car ~~(subject to Article 1.10(i)(h))~~ to the exit of *parc fermé*.

Amend the National Rally Code, Appendix A, Article 1.10(ii) as follows:

(b) Under the supervision of an official, the crew may, while in the *parc fermé*:

- have a new windscreen fitted with the possible assistance of up to three persons.

If in order to fit a new windscreen it is necessary to straighten the bodywork or roll cage, Regulation 1.10(ii)(~~a~~)(b) will apply.

ENDS



KHANACROSS REGULATIONS

REFERENCE:

CAMS Online Manual of Motor Sport, Khanacross Regulations:
http://www.camsmanual.com.au/06_autotest.asp

RATIONALE:

To add to the Khanacross Regulations to provide for changes to the requirements for Essential Officials at Club and Multi-Club Khanacross events.

ACTION:

Add to Khanacross Regulations, Article 16 as follows:

16. OFFICIALS

For Club and Multi Club Khanacross, the Clerk of the Course is an Essential Official. In addition, an Assistant Clerk of the Course may be appointed to a Club or Multi Club Khanacross. Either the Clerk of the Course or the Assistant Clerk of the Course must of necessity always be on duty and during such time the acting Clerk of the Course must be clearly and readily identifiable. The duties of the Secretary of the Meeting, Chief Timekeeper and Chief Scrutineer may be discharged by the Clerk of the Course or by another suitably qualified Official. While these duties are being discharged by such alternate Official, a Clerk of the Course and his Assistant (where an Assistant Clerk of the Course has been appointed), the Secretary of the Meeting, the Chief Timekeeper and the Chief Scrutineer may compete at the meeting. Any matter arising from the meeting which requires action by the Stewards shall be referred to a stewards' hearing which shall be organised by CAMS and which shall have the standing of a hearing by Stewards of the Meeting.

At a State or National Championship Khanacross, Essential Officials shall be appointed in full accord with NCR 162.

ENDS

SPORTING BULLETIN**NATIONAL MOTORKHANA CODE****REFERENCE:**

CAMS Online Manual of Motor Sport, National Motorkhana Code:
http://www.camsmanual.com.au/06_autotest.asp

RATIONALE:

To amend the National Motorkhana Code to provide for changes to the requirements for Essential Officials at Club and Multi-Club Motorkhanas.

ACTION:

Amend the National Motorkhana Code, Article 18.5 as follows:

18.5 Under the provisions of NCR162, a Clerk of the Course is the only Essential Official required at club or multi-club motorkhanas. The Clerk of the Course must hold, as a minimum, a Bronze Event Command or Club Chief officials licence. The roles of Secretary of the Meeting, Chief Timekeeper and Chief Scrutineer may be delegated to other licenced officials, who may compete at the meeting. The Clerk of the Course shall not compete at the meeting. For Club and Multi Club motorkhanas, the Clerk of the Course is an Essential Official. In addition, an Assistant Clerk of the Course may be appointed to a Club or Multi Club motorkhana. Either the Clerk of the Course or the Assistant Clerk of the Course must of necessity always be on duty and during such time the acting Clerk of the Course must be clearly and readily identifiable. The duties of the Secretary of the Meeting, Chief Timekeeper and Chief Scrutineer may be discharged by the Clerk of the Course or by another suitably qualified Official. While these duties are being discharged by such alternate Official, a Clerk of the Course and his Assistant (where an Assistant Clerk of the Course has been appointed), the Secretary of the Meeting, the Chief Timekeeper and the Chief Scrutineer may compete at the meeting. Any matter arising from the meeting which requires action by the Stewards shall be referred to a stewards' hearing which shall be organised by CAMS and which shall have the standing of a hearing by Stewards of the Meeting.

At a State or National Championship Motorkhana, Essential Officials shall be appointed in full accord with NCR 162.

ENDS

SPORTING BULLETIN**SPEED EVENT STANDING REGULATIONS****REFERENCE:**

CAMS Online Manual of Motor Sport, Speed Event Standing Regulations:
http://www.camsmanual.com.au/03_speed.asp

RATIONALE:

To add to the Speed Event Standing Regulations to provide for changes to the requirements for Essential Officials at Club and Multi-Club Speed events.

ACTION:

Add to Speed Event Standing Regulations, Article 14 as follows:

14. OFFICIALS**14.1 Essential Officials (Single Car Speed Events – Hillclimb Lap Dash and Single Car Sprint)**

For Club and Multi Club Single Car Speed Events, the Clerk of the Course, Chief Scrutineer, and a single Steward are Essential Officials. In addition, an Assistant Clerk of the Course may be appointed to a Club or Multi Club Single Car Speed Event. Either the Clerk of the Course or the Assistant Clerk of the Course must of necessity always be on duty. During such time the acting Clerk of the Course must be clearly and readily identifiable. The duties of the Secretary of the Meeting and Chief Timekeeper may be discharged by the Clerk of the Course or by another suitably qualified Official. Where the Chief Scrutineer has completed his principal duties prior to the commencement of competitive activities his duties may thereafter be discharged by another suitably qualified Official, other than the Clerk of the Course. While these duties are being discharged by such alternate Official, a Clerk of the Course and his Assistant, (where an Assistant Clerk of the Course has been appointed), the Secretary of the Meeting, the Chief Timekeeper and the Chief Scrutineer may compete at the meeting.

At a State or National Championship Single Car Speed Event, Essential Officials shall be appointed in full accord with NCR 162.

14.2 Essential Officials (Multi-car Speed Events)

For Club and Multi Club Multi-car Speed Events, the Clerk of the Course, Chief Scrutineer, Chief Timekeeper and a single Steward are Essential Officials. In addition, an Assistant Clerk of the Course may be appointed to a Club or Multi Club Multi-car Speed Event. Either the Clerk of the Course or the Assistant Clerk of the Course must of necessity always be on duty. During such time the acting Clerk of the Course must be clearly and readily identifiable. The duties of the Secretary of the Meeting may be discharged by