



Chief Steward

Phil Cameron
P O Box 90867
Victoria Street West
Auckland 1142
0274 793506
camcoltd@xtra.co.nz

Advice Bulletin after Exec and Council meeting June 18th 2016

There were a lot of positive discussions during the day which I would like to pass on in advisory and rule change positions. The intent is to give as much notice re: rule changes and some strongly recommended suggestions for the ongoing safety to the sport.

First, a big thank you for all those that assisted at the WOODHILL event regarding the fire and ongoing risk potentials.

1. Fire Extinguishers: For those that gave up their fire extinguishers and were used, these are being filled by ORANZ at their cost including those that were out of date. Again, thank you for your prompt help and ongoing support for the race to re-start. As part of tagging and subsequent safety checks, all extinguishers must be in date and have at least the car number written on the extinguisher.
2. Re-start positioning: Due to the re-start accident after most of the field had passed through the first corner, it has been decided when we have the aid of MX Timing, we will re-start the race with the lead car leaving first with the rest of the field in order of the previous lap, following in Indian file at the same time period apart as when crossing the start finish on that previous lap. This will give a semi-staged start separating the field. Should we not have MX Timing to assist, the field will be taken back to the previous lap as they crossed the line and the separation will be decided by the Clerk of the Course.
3. Smoke/Alcohol free: Something many people may not be aware of, most forests are alcohol and smoke free. Woodhill Forest is one of these.

Again, a strong recommendation at this time and probable fourth coming rule:

4. Car Exits: Please insure you have at least two ways of exiting your car in case of roll over.
5. In-Car Fire Systems: I also ask you to consider in car fire systems. Brian Chang and Colin Meredith can show two very good units that operate automatically, check Facebook, plus there is also the full soapy water system which needs manual triggering. Equals very cheap insurance.
6. Log Books: Log Books belong with the car and are meant to be passed on to the new Owners should you sell the car. Should you wish a record of the previous racing, please photocopy what you need. A new Log Book is \$50.
7. Car Numbers: The ongoing grief of car numbers was again discussed. The rule is clear and if you continue to disrespect them, you are at risk of not being lap scored or worst case, prevented from running. I personally manually Lap Scored the Enduro at Christchurch, a relatively clean circuit. By lap four, those with no back numbers could not be identified other than car shape. Very hard on volunteer lap scorers who are not familiar with the cars/trucks. The rule also applies to the Kiwi Kid classes. Similar problems were experienced with the Kiwi Truck racing at Woodhill.

8. Spark Arrestors: where required also include Kiwi Trucks.
9. Front and Rear Bumpers: It is recommended and will become a rule, all front and rear bumpers must have returns as indicated in the rule book for the Prolite build. Straight bars, especially unplugged will not be accepted.
10. Class 7 Rules: At the end of the year (2016), the rules will change for Class Seven to allow the Kombo stubs presently run in Challenger, as these two classes alternate depending on owners. The rule for Challengers will also be added to with “or equivalent dimension” as the presently quoted part number for the stubs are now not available.
11. Kiwi Trucks: are not to exceed 1.5mtrs in overall wheel width measured at the tyre. (Two pegs placed in ground at 1,5mtrs with the Kiwi Truck able to pass freely between.)
12. Start Lights: Clubs running start lights are asked to fit a rear light so the starter can watch as the lights are extinguished for jump starts. Also, attention to be given to insure the start lights can be seen by all the competitors while on start grid.
13. Dress to the Conditions: Please keep in mind we are now running in winter conditions and exposure is a real threat to anyone out on the track including marshals.
14. Positioning Transponders on Vehicles: The previous bulletin referring to the position of transponders for National events in each vehicle will become a rule. Clear view of the track no more than 600mm above the ground, mounted between the rear of the driver’s seat and the rear axle, and out of line of the wheel to prevent rock and mud damage. Refer previous photos.

Your club delegates will update you with the specifics I’m sure.

Best regards,
Phil Cameron
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