



## NEWSLETTER - SEPTEMBER 2013

Since the current committee took over 3 yrs ago we have been able to move forward while working through most issues that have arisen. However there have been several discussions over that time with regards to a couple of basic safety standards that are of concern to the club as a whole. These issues are

1. The basic requirement in the current regs for there to be suitable double cross bracing in the upper portion of the roll hoop directly behind the drivers head.
2. The size of the cockpit entrance and opening dimensions
3. The fitment of suitable nerf bars that would stop wheel entanglement of both front and rear wheels.
4. Working brake and dust lights
5. Rear bumper bar.
6. Approved and dated 5 point race harness
7. A club standardized log book for vehicles
8. Chain guard

The above items have been part of the mini buggy regulations that the club has used and were submitted to CAMS for approval since the mid 2000's, so none of it is new.

As stated, these issues have been discussed both within the committee and openly with drivers over the last few years, with a number of ideas and possibilities for a resolution being covered. Unfortunately none of these have been deemed suitable as long term solutions.

Up until the start of last season the small number of vehicles that were attending either came under the "**PRIOR HISTORY**" ruling or complied with the regs. There were a few occasional entries that did not comply 100% that were allowed to compete as they were deemed to be well built and for the most part safe. For most, machines are not normally subjected to major impact, however in saying that, in one event alone we saw two separate single car incidents that could have caused major trauma for the driver. The principle we are working to is prevention is better than cure.

It is the committee's opinion that with the larger number of entries now being received for competition, and the higher speeds that are now being achieved, which has led to more intense racing, that the primary safety regs need to be enforced more thoroughly in the interests of safety and the clubs continued growth and longevity.

## **REGS**

Therefore it has been decided that by the first race meeting in 2014 all vehicles wishing to race must meet these 8 basic requirements. The only exceptions will be

1. IF YOUR CAR COMES UNDER THE PRIOR HISTORY BANNER. - but will still need the nerf bar and bumper bar compliance and a cross bar in the main roll hoop.
2. IF YOU HAVE AN INDEPENDENTLY CERTIFIED CHASSIS THAT IS CAMS APPROVED ALONG WITH THE RELEVANT PAPERWORK - but will still need nerf bar compliance.
3. IF YOUR CAR IS AN ORIGINAL PILOT OR ODESSY THAT IS UNMODIFIED THEN IT WILL COME UNDER THOSE EXISTING REGS.

We realize this will be of some inconvenience to some members but in reality is the only solution to a situation that needs a definitive long term plan.

We believe the 6 month time frame in which to comply is more than adequate for there to be consistent compliance amongst the racing classes.

We thank you for your cooperation, and remember it is all about safety.

The specifics of the requirements are outlined in the club regulations on the web site.

## **LOG BOOKS**

To ensure consistency across the board, the committee will organise specific to TORC vehicle log books for the 2014 season. To ensure that we have a clear and consistent way of communicating with drivers and mechanics concerning any issues which may arise concerning your vehicle at scrutineering or following a racing incident. These will be issued as soon as possible and will be compulsory to bring if you wish to race.

## **CLUB POINTS SYSTEM**

The club tally system for points has been re formatted for the 2013 season. Drivers will now be scored on 8/10 rounds instead of 10/10 this will allow you to drop your worst 2 results.

The reasons for this decision apart from the cost of competing at all rounds are.

- 1 The difficulty for most drivers to attend every round
- 2 To keep more competitors in the points chase for the duration of the season.
- 3 So there is not so much pressure to get a machine ready for the following meeting after a crash or component failure .

4 To encourage more members to assist with race day duties without it being a disadvantage to them.

## **OFFICIALS**

The club is in desperate need of some people to take on the roll of some higher level official training through CAMS as we are getting close to the point where we may be refused race permits. At that point there will be no racing and no club. Please give this some consideration as it is something that must be addressed sooner rather than later.

## **WEBSITE**

The current website is based on a very outdated frame work and is quite difficult to manage with any real effect and as most people now access it with personal devices it is not very user friendly. To bring us up to speed in this area we have arranged for a company to manage the sight and any updated info such as race results, pics, for sales etc.

They have offered to sponsor the club and host the site and do the updates free of charge as long as we display their logo as we do with any other sponsor. They are also going to set up a club Youtube channel of our very own so that any relevant videos of our racing etc will all be located at the one channel instead of links all over the place.

The initial set up cost of the site and design work is approx \$1000 which is cheap for this kind of service, but B&B OFFROAD and MOTOR PRO aka Gareth and Steve have offered to cover this one time charge. I have approved the initial design and believe me it is going to be cool.

## **VIDEO**

Graham Hallam, the clubs own Spielberg, has offered to edit and upload any TORC footage you may shoot if you bring it along or send to him on either USB or DISC format.

## **BAGSHOT ENDURO**

Bagshot was run and won on the weekend of the 17<sup>th</sup> and 18<sup>th</sup> of August and was a great weekend although numbers were a bit down on last year. We had 13 cars on the Sunday which turned out to be perfect weather for racing .Very little dust and a bit of mud to mix it up.

Steve Smith came up on the Sat for a look less than 24 hrs after getting off the plane from the UK and was there about ten minutes, had a look at the track and decided it looked so good he had to race. He borrowed Trev's ute and drove all the way back to Ballarat, did a few hours work on his machine and was back in Bendigo by 10 o'clock Saturday night, a mighty effort. Wayne fountain was also there with his new car and circulated all day without a problem with a huge smile .Was also great to see Dave Trace back for some action.

We ran 2 45 min races, the first a rolling start with a compulsory pit stop and the second a standing start with an optional stop - so it was a bit of a mix for the day.

## **Results**

Unlimited	1st	1	Andrew Taylor	17 laps
	2nd	17	Gareth and Chris Clark	17 laps
	3rd	15	Steve Smith	15 laps
Limited	1st	11	Andrew Doyle	16 laps
	2nd	5	Wayne Fountain	15 laps
	3rd	6	Dave Taylor	15 laps

## **Retirements, failures and damage.**

Shiralee MacCaul	Bent Trailing arm
Steve Smith	Flat tyre
Dave Wellington	Wheel off
Dave Trace	Gear box
Dave McCall	Heat issues
Caleb Howard	Steering uni
Steve B	Bent rim

*Thanks to the Bendigo car club for the use of their track and facilities.*

## **MORE MACHINES – MORE FUN**

We have been in contact with many builders over the last twelve months and several of these new machines are expected to take to the track in the early rounds of the 2014 season. The machines range from free designs, modified designs from on shore companies to overseas designs and the traditional Edge machines. In all probability we expect to see up to five Drakarts circulating as well as a few Barracudas down from NSW. To ensure that we can run a good event in the time available, heats will need to be run on time starting with registration in the morning and all vehicles scrutineered in time for the drivers briefing. Rather than making the day longer we would like to run to a program that may involve two or three classes with a split field. We are still looking at the best options and will advise members prior to the first round in February.

## **DRUGS IN SPORT**

In line with other major sporting codes across Australia, CAMS has developed its own code of conduct in regards to illicit drugs in sport. As an affiliated CAMS club, TORC is also bound to follow the policies as developed by our governing body. The bottom line is illicit drugs will not be tolerated in any form. Random drug testing may be requested of any competitor or official on race day. CAMS will be sending testing officers out to venues to take random mouth swab tests and all results will be maintained in complete confidentiality. Only the testing officer and test candidate will be aware of the results. The test has been developed to be non invasive and to provide a quick result. CAMS are being proactive rather than reactive and do not consider that our sport has a systemic drug

issue, rather, they feel that assistance can be offered to anyone that returns a positive result instead of punishment or reticule. Refusing to take a test will result in the candidate not being allowed to take part in the event until such a time that he or she undertakes a test.

### **CONTRIBUTING TO TORC NEWS**

If you would like to submit an article please don't be shy as we can help you out to get the raw material over the line and into print for everyone to appreciate. Have a go!!