

**T
H
E**



ILRAG

The Monthly Newsletter of the Pakenham Auto Club
AUGUST 2009



The PAC 2008 Six Hour Regularity Team – will you be in this year's photo?

KHANACROSS August 30th

Supp. Regs. for the PAC Khanacross on **will be available on the website** shortly and will not be posted to members. Please download a copy if you wish to compete. Also please note that **entries are to be sent to Peter Morrison's home address** and not the club's PO box.

Start time is 9.30, and CAMS licences will not be available on the day.

We are in need of officials, both general and supervisor (to "ride" with juniors) to help out on the day, please contact Peter Morrison on 0408 368 426 if you are able to help out.

Trophies

will be presented at the **August general meeting** for the April 26th and June 28th motorkhanas, as well as the May 31st Khanacross

CLUB CALENDAR

DATE	DISCIPLINE	EVENT	LOCATION
* August 2 nd	Working Bee 10am	McGregor Rd	Pakenham
* August 6 th	General meeting (and trophy presentation)	General Meeting Pakenham Hall Cnr. John and Henry Streets 8-00pm	Pakenham
August 8 th	Rally	30th Anniversary Repco Rerun – HRA	Central & Western Victoria
August 8/9 th	Sprint	6 Hour Relay	Phillip Island
* August 15 th	Rally VRC-5 VCRS-4	Begonia – BLCC	Ballarat/Wombat State Forest
August 20 th	Committee Meeting	PAC Committee Meeting	
* August 22 nd	VCAS - Round 7	CCC Sat Daylight.	Melton
August 23 rd	Magazine	Deadline for Oilrag articles	
* August 23 rd	Motorkhana - VMC 7	PCCV – venue change to the old SPT site.	Sth Pacific Tyres Somerton
August 23 rd	Swap Meet	All Makes Swap Meet and Super Chev. Sunday	Sandown Racecourse
August 28 th	Rally	Winter Classic Rally & Tour – BLCC	Ballarat & surrounds
August 29 th	Working Bee - time TBA	McGregor Rd	Pakenham
* August 30 th	Khanacross	PAC	McGregor Rd
* September 3 rd	General meeting	General Meeting Pakenham Hall Cnr. John and Henry Streets 8-00pm	Pakenham
September 6 th	Social	Father's Day	Your father's Home
September 12 th	Rallysprint	Porepunkah Rally Sprint – NECC	Mt Porepunkah
September 17 th	Committee Meeting	PAC Committee Meeting	
* September 19 th	Motorkhana – VMC – 8	Saturday BCC Bitumen	Bendigo
* September 19 th	VCRS-5	Spring 200 & Camcrusher Intro Trial – FFCC	Toolangi
September 20 th	Magazine	Deadline for Oilrag articles	
* September 27 th	Motorkhana – PAC & “come and try”	PAC – McGregor Rd	Pakenham
* September 27 th	VCAS –Round 8	Shepparton DCC – could be run by CCRMIT	Shepparton - could be at Melton??
* October 1 st	General meeting	General Meeting Pakenham Hall Cnr. John and Henry Streets 8-00pm	Pakenham
October 3/4 th TBC	Motorkhana – AMC	AMC NSW Bitumen	Nirimba Sydney NSW
October 9/11 th	Bathurst	Bathurst 1000	Bathurst
October 10 th	HRA -3	Bagshot Rallysprint – HRA	Bagshot
October 15 th	Committee Meeting	PAC Committee Meeting	
October 18 th	VRC-6	Akedemos – MUCC	Blue Range/Rubicon State Forest

* October 18 th	VCAS - Round 9	FFCC – date may change	Melton
October 18 th	Magazine	Deadline for Oilrag articles	
October 24 th	Khanacross Gp 5	FFCC/TCCA Grass/Dirt	Werribee
* October 25 th	Motorkhana – PAC	PAC – McGregor Rd	Pakenham
* November 5 th	General meeting	General Meeting Pakenham Hall Cnr. John and Henry Streets 8-00pm	Pakenham
* November 8 th	VCAS – Round 10	BCC	Bendigo – Bagshot
* November 8 th	Motorkhana – VMC - 9	HSCCV Dirt	Werribee
November 14 th	HRA-4	Alpine – HRA	East Gippsland
November 19 th	Committee Meeting	PAC Committee Meeting	
November 22 nd TBC	Motorkhana	HAC Interclub Grass/Dirt	TBA
November 22 nd	Magazine	Deadline for Oilrag articles	
*November 28 th	VCRS-6	Yakkerboo – PAC	Powelltown/Noojee
* December 3 rd	General meeting	General Meeting Pakenham Hall Cnr. John and Henry Streets 8-00pm	Pakenham
*December 6 th	VCAS -Round 11	NCCA / SDCC	Shepparton
December 9 th	Motorkhana/Social	Motorkhana Presentation / Dinner Bell's Hotel	South Melbourne

Events marked * will count towards club point scores.

Sunday Coffee: Some members gather for an informal meeting on Sunday mornings at Lakeside Pakenham approx. 8.00a.m. This is a good chance to take your club permitted car for a run, just make sure you shove this copy of “The Oil Rag” in the glove box.



The Hurlé's Escort in action

CLUB CONTACTS

Web Site: www.pakenhamautoclub.org.au **Egroup:** groups.yahoo.com/group/pacautoclub

Postal: PO Box 31 Pakenham VIC 3810

2009 MANAGEMENT TEAM

Elected Committee Members			
President	Glad Fish	5944 3821	President@pakenhamautoclub.org.au
Vice President	John Hill	5625 4049 ah	VicePresident@pakenhamautoclub.org.au
Secretary	Fred Jasher	5942 5089	Secretary@pakenhamautoclub.org.au
Treasurer	Alan Upton	0419 304 648	Treasurer@pakenhamautoclub.org.au
Speed Director	Vacant – can you help?		Speed@pakenhamautoclub.org.au
Rally Co-ordinator	Dale Allan	5944 3256	Rally@pakenhamautoclub.org.au
Membership Secretary	Alan Bloomfield	9570 7905 ah. 0417 330 174	Membership@pakenhamautoclub.org.au
Motorkhana Co-ordinator	Peter Morrison	0408 368 426	Motorkhana@pakenhamautoclub.org.au
Merchandise Manager	Keith Wells		Merchandising@pakenhamautoclub.org.au
Club Scorer	Keith Wells		Scorer@pakenhamautoclub.org.au
Web Master	Keith Wells		WebAdmin@pakenhamautoclub.org.au
C.A.M.S. Delegate	Mick Kelly	5941 2931	CAMS_Delegate@pakenhamautoclub.org.au
Publicity Officer			Publicity@pakenhamautoclub.org.au
Oilrag Editor	Stephen Gallagher	0411 070 840	Editor@pakenhamautoclub.org.au PO Box 582 Pakenham 3810
Meeting Co-ordinator	Stephen Gallagher	0411 070 840	Meetings@pakenhamautoclub.org.au
Committee Member	Greg Wyatt	5943 2472 0429 382 368	redalracing@gmail.com
Social	John Hill	5625 4049 ah	Social_Secretary@pakenhamautoclub.org.au
Appointed Members			
A.O.M.C. Delegates	Graeme Begelhole Mick Kelly	5997 5555 bh 5941 2931	AMOC_Delegate@pakenhamautoclub.org.au
Public Officer	<i>John Carney</i>		Public_Officer@pakenhamautoclub.org.au
Club Cars	Bruce Dunn		
Cardinia Motor Sports Working Group	John Hill	5625 4049 ah	CMSWG_Delegate@pakenhamautoclub.org.au

President's Report - Glad Fish

Over recent meetings the committee has discussed the addition of a "temporary" member classification to the PAC constitution.

Below is a proposal that the committee has formulated for discussion by club members. This proposal will be formally put to a vote at a future general meeting for members to decide if they want to include this class of membership or not. Details of when the vote will occur will be published in a future Oilrag.

"PAC Temporary Membership Rules

1. Any person that wishes to become a member of PAC for one event or weekend, to be able to partake in a PAC function, may elect to purchase a Temporary membership for the event.
2. If the function is to be motorsport competition based, then the person must be a full member of another CAMS affiliated club and be able to show proof of same.
3. If this person does not have a CAMS competition licence, then one will need to be purchased prior to competing.
4. If the function is not motorsport competition based, then points 2 and 3 above need not apply.
5. Fees for this level of membership shall be determined as per clause 5.2 of the PAC Rules of Incorporation."

Your feedback on this is welcomed.

Vice President - John Hill

A meeting was held on July 23rd for the Vehicle Activity Complex Feasibility Study. I have nothing of significance to report from this meeting, but there will be an interim report presented mid August, with a full report expected by the end of September.

Regards, John

Secretary – Fred Jasher (& Hilly)

Key points from the Minutes of the Committee Meeting July 17th, 2009

Matters arising from previous minutes:

1. Temporary Membership rules discussed
2. Eddie Eastwood's proposal for a Club K/Cross championship.

Proposed Temporary membership rules to be put in Oil Rag for comment by members. Extraordinary general meeting to be called to change Rules of incorporation

Yakerboo Rally – DSE OK'd the proposed roads to be used.

Club Cars: Kill switches required on both cars

General Business: Web site issues to be resolved. Current site format is not workable – new format to be looked at.

ATCO hut to be placed on grounds @ McGregor Rd.

Stephen Gallagher reported that WHK Financial Planning is to propose a sponsorship arrangement, formal details of which are to be submitted.

Meeting closed 11.20 pm.

Opened: 8-15pm

Attendance: as recorded in the Attendance Book

Apologies: please record in attendance book.

Minutes: previous meeting minutes passed on a motion put by Alan Bloomfield and Dale Allan

Matters arising: Nil

Correspondence: Email correspondence was sent to the shire C.E.O. regarding placing the Atco office at the McGregor Rd. site. A reply was received granting permission to do so.

Treasurer:

Money received during this month.

Operating Accounts: Balance \$13,711.79.

Investment Account: unchanged: \$76,234.86

Accounts for payment: J. Hill (printing expenses) \$268.63.

Treasurer's report accepted and accounts passed for payment, moved Alan Upton, 2nd, Ian Williams.....carried

Membership Secretary: 3 Honorary Life Members, 154 Adults, 32 juniors, Total 189. 11 new members were signed up at the Motorkhana and 28 members have become un-financial.

Motorkhana Co-ordinator: Peter was an apology but Glad reported that Nick ran a motorkhana last Sunday, numbers were down so everyone did 8 tests and still got home early. Trophies will be presented at August club meeting.

Speed Co-ordinator: the next V.C.A.S. round will be at Maffra on 26th July followed by Bendigo on 22nd August.

Mick Kelly has resigned as team manager for the 6 hour regularity trial. The team are currently assessing a potential replacement from a short list of one that includes Bruce Dunn.

Rally Co-ordinator: entries for the George Derrick close next Wednesday.

Editor: We have had good contribution levels this month, hopefully this level of support would continue. There was some discussion about discrepancies in the calendar.

Scorer: Keith Wells was an apology.

Website: “ “ “ “ “

Social events –John explained that he was not social secretary and had no knowledge of anything social happening at the moment.

Toorongo Falls report: Greg Wyatt was an apology.

Motorsport complex: John & Glad have a meeting next Friday with CAMS personnel, at their request, to discuss the complex. John attended a meeting with Council reps & Tammy Labato last week and was encouraged by the fact the C.E.O. was now attending these meetings. This committee intends to meet monthly.

Club Meeting Nights:

August - Trophy Presentations

September - Guest Speakers, are being approached

Publicity: Glad has spoken with the sports editor of the gazette. He will publish a report every week. She needs reports of any events any member has competed in, give her the facts, she will write the article for you. Glad also needs photos. The paper likes photos.

General Business

Bernie displayed a sample of a sticker he had made and suggested he could get more if any members were interested.

There was a general discussion on the content of the club website and suggestions as to ways to improve it.

Next meeting: 6th August at Pakenham hall.

Meeting closed at. 9-00pm

“Not the” Speed Directors Report. (VCAS Only)

Next months VCAS round is on Saturday August 22nd during Daylight hours, to be held at the "MELTON CAR CLUB TRACK". NOTE: this Venue change

Regards

Alan Bloomfield

What is the 6 Hour Regularity Trial?

Firstly it is a tarmac track event run at the famous Phillip Island Grand Prix circuit.

In a nutshell, each competitor after practice on the Saturday has been completed, must nominate a lap that they can keep to lap after lap, bearing in mind weather conditions and numerous other vehicles on track at the same time. The nominated time cannot be faster than 1'50" or slower than 3"00. Points are scored for the team by staying as close to this nominated time as possible, with points deducted for going over or under that time.

There is also the problem of having faster or even slower cars out there that can affect your the lap time. Be aware that there are to be some seriously quick and expensive cars out there, but the scoring system evens up the competition.

Once the event is underway, each team must have a car on track for the duration of the 6 hour event or again points can be lost.

This is the third successive year our club PAC has entered a team. Last year the team came eighth out of fifty teams. This year the team consists of Adam Bloomfield, Peter Morrison, Graeme Hurle, Beth Kidrell, Graeme Begelhole and myself Bernie Sprowell, with Bruce Dunn as our team manager.

All team members would love to see as many supporters on either of the two days. There will be lots to see for any car enthusiast.

About me

I have been a member of the PAC for about five years having started out doing two seasons of the VCAS autocross series with the occasional motorkhana. However my memory is not very good, and therefore I wasn't very good at them. In the last three years I have been doing tarmac events starting with hillclimbs and now really only compete in circuit sprints. In the near future I will write an article about both of these disciplines. Tarmac is my first love, but in the next year or so will see me return to the gravel on a part time basis as I will build an autocross/grass motorkhana car as my eldest daughter will begin to compete next year. So we will have two competition vehicles in the stable! It was also too difficult to have to keep changing the setup of my corolla for both dirt and tarmac. Alan Bloomfield, I will be back!



Bernie playing in the rain

Rally Co-ordinator - Dale Allan

Hi All, on the 19th of July the township of Avoca was to be invaded by rally cars competing in either the 3rd round of the VRC or VCRS, namely the George Derrick Memorial Trial. 34 VRC and 48 VCRS cars were due to start the event just after 11am at 2 minute intervals, from the staging area in the main street of Avoca. Car 1 for the VRC was Mark Fawcett and Carrie Morris in a Subaru WRX and this may have been an omen for them as they were to finish 1st as well after 130 km of competitive driving. 2nd place went to Warren Lee and David Lethlean in an EVO 2 Lancer. David Nutter and Catherine Taylor were 3rd outright and 1st PAC crew home closely followed in the Subaru Legacy of Ross and Scott Allan. Wayne Stewart and Lucas Zinsstag finished 6th in their WRX. Sam Robison co-driving for Brendan Brown finished 13th in a SSS 180b just in front of Dane and Nathan Berry in a EVO 4 Lancer. 2nd in the Excel series was Peter Morrison and Susan Wasson who were also 21st outright. Newcomer (excel series) Simon Landrigan with Tim Struchbery reading the notes were right behind them and Aaron Watt/Georgie Gallacher in another Excel finished next, Kimberley Barson/ Sandra Cuttle finished 25th after missing a stage because of mechanical problems in guess what. another Excel. Matt deVaus co-driving in the Stanza of Darren Snooks DNF because of overheating problems, and Jesse Robison and Adam Wright also DNF with an off road excursion on the last stage. The mark I Escort of Craig Sutton/Phillip Bloink decided that it had enough after the 1st stage and blew a head gasket, some cars just have no consideration for their drivers!

The VCRS crews started 15 minutes after the VRC and their 1st crew Andrew Bell/Ari Paterson in their TRX Bluebird were under the same omen and also finished 1st after 95 kms of competitive driving. Simon and Ian Ellis drove their Subaru Legacy into 2nd place followed by a great sounding 240z of Mark Millar/Dion Clayton. 1st PAC crew home was the RS Subaru of Kylie Evans with nephew Jackson Evans directing her into 6th outright (don't know where he got his training from or is it in his genes???) Mark Attwood/Richard Clough placed 18th outright in their Escort and the Escort of Graeme Hurle/Elizabeth Kidgell finished 31st. The electrical Gremlins were to attack the Commodore of Adam Bloomfield/Phil Hurle and prevent them from finishing part way through the first stage.

The next rally is the Begonia which is also a dual status event (VRC & VCRS) running out of Ballarat on the 15th of August, as they say in the classics be there or be square.

'Til next time, have fun in the forest, Dale

Club Scorer - Keith Wells

The current leaders in the point score are:

Competition Award

Ian Williams leads with 71 points

Adam Bloomfield has 58

Angela Bloomfield 56

Eli Evans 53

And Tom Evans on 50

Tyson Hill rounds out the top 6 with 44 points

Activity Award

And Ian Williams leads here too on 57 points

John Hill has 49

Peter Morrison 45

Tyson Hill has 39

Susan Wasson 37

Eddy Eastwood follows up with 33 points

PLEASE remember, if you want your efforts to count, you need to send in details of any events you enter or attend to me so I can take note of them. Do not rely on others to do this for you. I am unable to know what events you are attending so cannot chase down all results. Thanks,

Keith

Motorkhana Co-ordinator - Peter Morrison

Round 5 of the VMC was held at Deniliquin on 28th June. There were no PAC competitors in the 35 strong field, and I have no report from the event.

A number of PAC members have competed in VMC Rounds this year, and their placings after 5 rounds are:

Ian Williams	7th outright on handicap and 1st in Class D,	Leon Prosser	15th Class A,
Tyson Hill	2nd Class J	Findlay Rayson	7th Class J
Tom Evans	9th Class J	Jake Charles	12th Class J
Emma Brown	3rd Class L	Sue Wasson	5th Class L
Kim Dalgarno	7th Class L	Eddy Eastwood	4th Class M

Stephen Gallagher Equal 1st Class N (competing for another club at this event as he was also entered in the Group 5 on the same day)

Overall PAC is 6th in the VMC Club Award.

Round 6 of the VMC was run at Somerton on bitumen. Ian Williams was the only PAC member competing, once again winning class D and gaining 15th outright. The other class winners were;

Class A John Rosengrave (HAC) with an overall time of 216.35	Class B David Batcheler (TCCA) 217.98
Class C Jeff Salmon (TCCA) 227.56	Class D Ian Williams (PAC) 228.95
Class E Dennis Edwards (PCCV) 256.93	Class F Bill McCarthy (VMCI) 198.34
Class J Luke Farrer (BCC) 251.61	Class L Della Watson (AHSDC) 233.88
Class M Bert Coglán (FFCC) 257.33	Class N John Walker (PCCV) 264
Class R Aaron Wuillemin (HAC) 175.32	

PAC held a Come & Try and Motorkhana at McGregor Reserve on 28th June. Despite the cold and foggy conditions, the Come & Try was well attended by 7 Juniors who were briefed about the club and requirements for motorsport, before being allowed to complete a number of runs through the Straight Slalom and Box Slalom tests. All but one of the Come & Try participants stayed on and competed in the motorkhana, or left with membership forms and CAMS license applications so that they could enter the next event.

The motorkhana was not as well attended as the Come & Try, there being only 17 competitors who took on the challenge of the initially, rather greasy surface. The event was well run by Clerk of Course Nick Wright, who proved that he still remembered how to score an event without all of his usual technological aids (his computer, etc. was still in his car which had broken down the night before the event).

The next event at McGregor Rd is scheduled for August 30, and will be a Khanacross run by Eddy Eastwood and Alan Bloomfield. Eddy is busy working on alterations to the tests to ensure that more runs are achievable.

Peter.

KHANACROSS NEWS – Eddy Eastwood

31st May - Three Firsts for Pakenham Auto Club.

1st 1st. For the first time in approximately five years the Pakenham Auto Club held a KHANACROSS event.

2nd 1st. The Clerk of the Course was allowed to compete.

3rd 1st. It was also the first time that CAMS had allowed over 12 & under 14's to compete and we were the trusted trainee club to be able to do it and it was under strict guidelines. Normally juniors have had to be 14 before they were allowed to compete. So we had to have another class and that was **J1's** (14 – under 15), therefore J2's were 15 – under 18.

Clerk of the Course: This was discussed with CAMS and we were the first club sanctioned by CAMS to allow two (2) C of C's one being the deputy and allowed to compete while "the" C of C was responsible for the running of the event. It was then a matter of bringing the deputy up to speed as to what had been happening, and then of course the roles were reversed.

Juniors >12 & <14: Also after a discussion we were sanctioned by CAMS to allow juniors to run if we made sure they were in little danger. We achieved this by putting in a “Designated Drivers” policy (not a family member but a independent person who must have a CAMS licence as well as a Victorian drivers licence all being current) as a passenger to supervise and make it clear that they (junior) had to prove to us, they were competent in handing a vehicle. The time frame is diverse, as some show some competence very early while others work at it. Their progress is watched and discussed with the Clerk of the Course. At the appropriate time their licence would be signed by the C of C. This would allow them then to drive with a parent or guardian until the age of 14. However, they may still be required to have supervision as required.

The Khanacross was held in what was, perfect weather conditions, it was not too hot and not too cold, just right (said papa bear). The track was absolutely beautiful and held up extremely well under a very punishing time from 33 competitors. It may have been the fine weather but we think it was the actual Khanacross event that attracted the large field. We were hoping for at least 20 and maybe 25 if our luck held out, but we were delighted with the 33 that turned up.

The down side was that we only managed 3 runs but at least they were fairly long runs. The first run was just over 900 metres and of course the second was as well. For those that do not know the second run is a reverse of the first, no, not going backwards, going forwards but backwards, (confused now) simply put, one was clockwise and the other was anticlockwise. The third run was 1200 metres, and of course if we had the fourth run it would also be 1200 metres, but we just ran out of time and the forth run had to be abandoned.

FWD (Nutters) class had a large turn out of 10 competitors, and for Aaron Brown it was his first ever car racing “thing”. He did not beat his wife who was responsible for coaxing him to compete, (where did we go wrong guys). It was a fight to the finish all the way for first place, but Bruce Rawlings managed to fight off David Isherwood by just 3.55 seconds in the final result to take first place. Well done Bruce.

RWD (Crowd Pleaser) class also had a fight to the end between Adam Bloomfield in his “Crowd Pleaser Commodore” and Keith Wells’ “nice escort”, with Adam winning by just 3.23 secs. However in the 3rd run after completing 2/3 of the course, Adam was unable to complete the run, as he had a melt down in the steering department. It did not matter how much he spun the steering wheel the pointy end had a mind of it own and refused to cross the finish line except on a trailer.

The specials had a good turn out of 9 competitors. Jollie Middleton showed us how to get the power to the ground in the turbo powered WRX, however Peter Morrison in his rally Hyundai gave her a run for the money. Jollie took first place but Peter was only 0.89 secs behind. I think Bruce Dunn in his 260Z knocked over more cones with his rooster tail than anybody else did by actually hitting them. I heard Bruce say he didn’t care because he was having too much fun. We also had two new members on the day, Rus Hamill & Rus Bryant and although they had a very nice V8 powered ute, they had trouble getting the power to the ground. Unfortunately they both had to leave early because of family commitments. Next time guys you will need to get your priorities in line (just joking☺).

J2’s: For some time there, we were wondering if in the 3rd run any of the J2’s were going to actually complete the run correctly. There was one person that came to the rescue of the group and that was Lianna Rawlings and in the process managed a very good time of 163.60, and as a result the rest of the group had to add 5 secs to that for their time. However it has to be said that Tyson Hill had a comfortable 1st place with Jarryd Wells 11.07 sec behind in second place.

J1’s: Now we mention these last but not least because they are our special group of <14’s. They all did very well for their first official Khanacross. Congratulations to Findlay Rayson who took out first place by driving her dad’s rally Hyundai. She managed to get the fastest in run 1 & run 2, but got a WD in run 3. However in saying that the J1 group all did very well and we are hoping that they continue to compete and improve, because that is what getting CAMS to support these kids was all about.

Support personal: These are those people that work diligently behind the scene, who, with out their help we would be in serious trouble. We would like to thank; Dale for scrutineering and fitting a fire extinguisher to the club car, and transporting same, Alan Bloomfield for taking care of Club & CAMS memberships, Peter Evans & Hilary Sharlot for doing the all important timing, and last but definitely not least, Tyson and Sue for entering the times on the master sheet. A BIG thankyou from all.

Upcoming Event: The next scheduled event is a Khanacross on Sunday 30th August. It is **different** so check the Oilrag for an explanation, see you there ☺

Yours in Motorsport, Eddy Eastwood.

KHANACROSS 30th AUGUST 2009 – Eddy Eastwood

The committee has agreed that for future Khanacross' the following will apply;

- Juniors will be required to demonstrate that they have competed in 3 motorkhanas (to help demonstrate this fact, it would be appreciated if juniors could bring results from 3 previous events they have entered); and
- Are competent to drive this event.
- The Clerk of Course will be the decider of fact in this matter on the day.
- Juniors not demonstrating the required competency will be required to drive a club car fitted with a kill switch with an approved supervisor. The supervisor will not be a family member and will be appointed by the clerk of course. The pairing of junior and supervisor will remain the same for the day.

The last Khanacross was a little disappointing as the club only managed to complete three tests. This was due to a number of reasons:-

1. The numerous late entries and the consequent reshuffling of competitor running orders;
2. Pursuing competitors that had submitted incomplete entry forms;
3. The planned, but then cancelled, junior "Come and Try" event due to CAMS approving our application create the "Over 12 & under 14's" category into our Khanacross events. (Note: this is a first for any club in Victoria and I do believe in Australia).

The club has spent the last couple of months trying to develop ways of achieving more tests on the day. Ideas so far have included:-

1. Shortened tests.
 - I am sure no one wants to do this as we feel it would be less fun.
2. Start earlier.
 - This is fairly easy to achieve, but we also need the entries in early so we can enter them in the running sheet and get them into correct classes before the event can start.
3. Have two tests running con-currently.
 - This is just impractical because there just is not enough room and it will mean a lot more officials will be needed, thus stretching our resources too far.
4. Have two vehicles on the track at one time, similar to an Autocross.
 - Previously not approved by CAMS; Khanacross Regulations 1.1 states... "Only one car is allowed on each test at any one time".

We took up the challenge and approached CAMS with a few different ideas of how we could run two vehicles, and were successful. This will be the first time this type of event is being run, so it does mean that a benchmark will be set. As a result CAMS will be coming out to view it in operation and maybe help us refine a few points so that other clubs can copy our system.

The Drivers Briefing will give you the full details of how the day will run, but to give you some idea, read on. (refer also to the diagram below)

1. The first and last 50-100M of the course will be kept simple to try and eliminate the chance of a competitor of making a WD.
2. There will be three garages; 1st for beginning the track clockwise, 2nd for beginning the track anti-clockwise and the 3rd for the finish garage.
3. We will be utilising a "Flag Marshal in the last part of the test to stop the 2nd car if the 1st car has had a problem and is causing an obstruction.

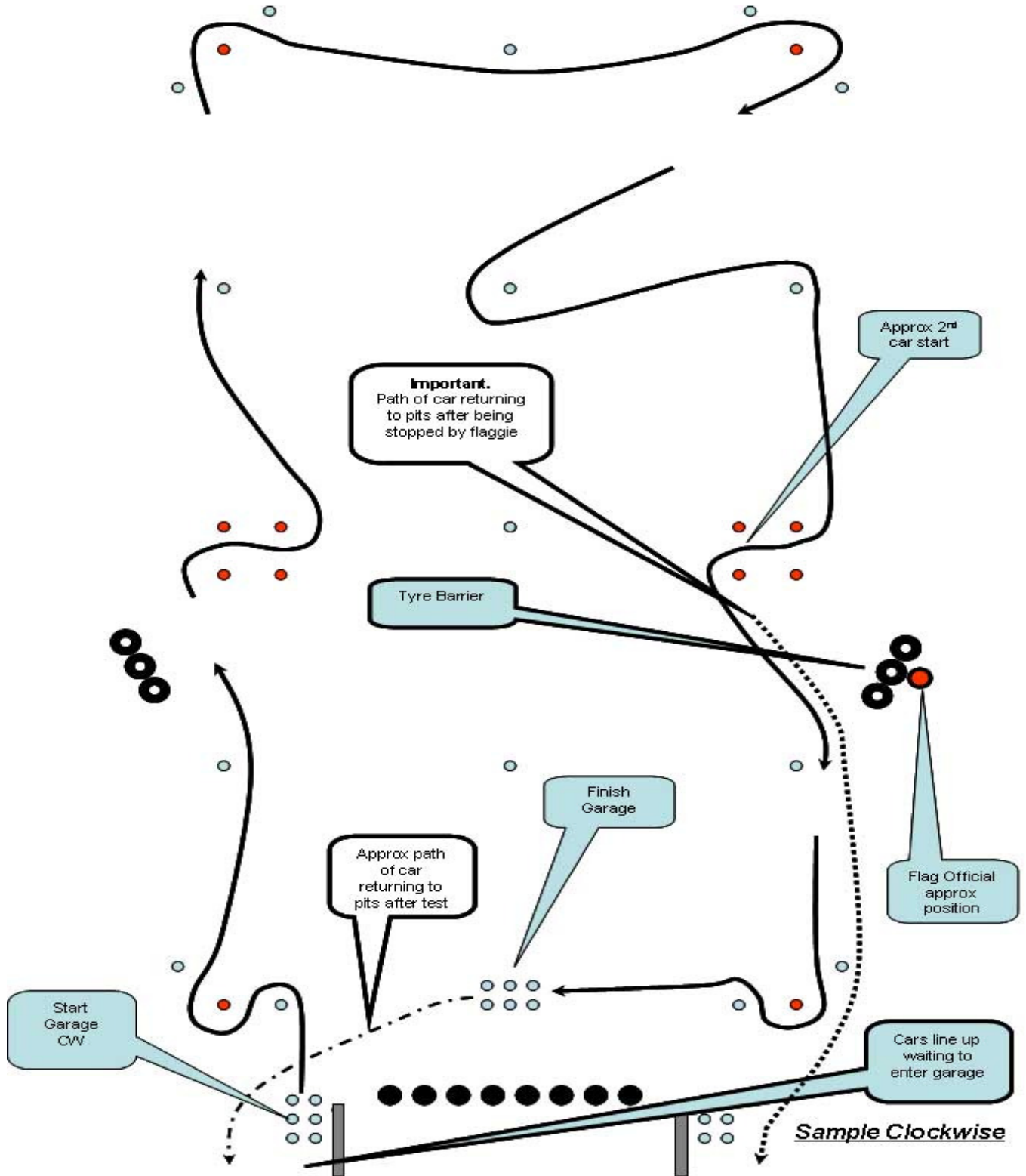
Basic rules:

1. We have two time keepers, one for each car, and one flag marshal.
2. The 1st car starts as per normal.
3. The 2nd car moves up into start garage and waits while the 1st car is negotiating the course.
4. When the 1st car reaches the "designated point", the 2nd car will be signalled to start by it's time keeper.
5. The 3rd car now moves up into the start garage
6. By this time the 1st car will have "essentially" a simple run to the finish garage, where time will be recorded.
7. 1st car will then move off to the pit area, while the 2nd car is negotiating the test.
8. When the 2nd car reaches the "designated point", the 3rd car will be signalled to start, and so on.
9. The same procedure will be used for the anti-clockwise test, using the other start garage.

Providing no one misjudges and knocks over markers (WD will not cause a problem), each competitor should virtually flow on from each other and thus make the over all time of running the tests much quicker.

If for some reason there is a problem on the track, the flag marshal will flag the competing car on the test to immediately slow down to a pace where they can stop quickly if necessary. It will then proceed to the pits (remember speed limit) and return to the start garage again where it will be allowed a re-run.

In the event of the 1st driver knocking a marker out of position, and disadvantaging the driver behind; the driver behind shall be entitled to a re-run. All runs will cease until a marshal replaces the offending marker or markers.



For this to happen we need your help.

Please get your entries in early or at least on time. On the day it will cost you \$10 extra and the cut off time will be 9.30am **sharp** by **the director's** watch. That means if you have not had your entry signed off by the Secretary by 9.30, it **will not be accepted** even if you are waiting in line. That may seem hard, but it affects the running off the event, so please let's work as a team and have your entry in by the early closing date.

“What came first, the chicken or the egg”? Very old question, and the next question is; “What came first, the official or the competitor”? Answer; both are essential if we are to survive.

The club needs more people willing to help. It is not hard to become an official, and the club is willing to help train you. You only need to be at a general or a “Bronze” level for club level events and even some state events. This includes juniors, so please ask the club officials if you are interested.

However, you do not have to be an official to help, you can be a volunteer, (however it is better if you are an official). If you are willing to be just a volunteer, please let us know. We need YOU and/or members of your family or friends. We NEED reserve “marshals” to take over duties on a regular basis so everyone can have a break and enjoy their motorsport; whether it is Khanacross, Motorkhana, Hill Climb, Rally or Circuit Racing. It is better to have too many than not enough.

I know its August but I am working on the weather but I need you to help as well ☺

Please contact me so I can work out a register for reserve “marshals” for the 30th August, my email address is “its4fun2@gmail.com” or my mobile is 0423 623 807.

Yours in Motorsport,
Edwin (Eddy) Eastwood. (Clerk of the Course) CAMS # 1033669

Membership Secretary - Alan Bloomfield

Members, PLEASE check the date on the address label on the OILRAG to see if you need to renew your membership. It is YOUR responsibility to ensure your membership is current. If you do not intend to rejoin PAC please send a short email to the Membership Secretary advising of same. Email: Membership@pakenhamautoclub.org.au

PAC currently has 3 Honorary Life Members, 156 Adult members, and 33 junior members for a Total of 192.

Unfortunately we have 27 un-financial members.

Thank you, Alan Bloomfield

Editor - Stephen Gallagher

Thanks to all the contributors to tis month's Oilrag, especially to Eddy Eastwood who has put in a lot of time and effort on the upcoming Khanacross, and to Bernie for his article and photos. This is what makes the Oilrag worth putting together and reading.

Cheers.

If Undeliverable return to:
PO BOX 31
Pakenham, 3810

ABN 16410529545
INCORP: A0011601E

The Oilrag
Monthly Newsletter of the Pakenham Auto Club

POSTAGE PAID
AUSTRALIA

REAR VIEW MIRROR

1979

This edition gives a good indication of the change in focus this club has experienced over the last 30 years. With the exception of the presidents report the August 79 edition is entirely devoted to the activities of the members who raced at Calder (5th August) and Winton (19th August). These days we don't get any reports back from our circuit racers.

1989

Still a lot of interest from the bitumen brigade with a report on a sprint meeting at Phillip Island that had 10 P.A.C. entries representing 20% of the field.

1999

The nineties was obviously the decade of change for this club. Not one mention of any bitumen events in this edition but plenty of pictures of members pushing cars through the mud and a calendar loaded with Autocross and Rally events.