



The Tradition Continues at Eden

OFFICIALS INFORMATION

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A1. OFFICIAL'S VEHICLES

Any vehicle can be used by officials to carry out their role - it just needs planning by the organisers to place officials to suit the vehicle. If a four wheel drive is used then officials can go into the depth of the forests (where no doubt they would prefer to be); if it is the family car then somewhere just off the highway might be best.

So, when enquiring about being an official, or filling in the Official's Registration Form, make sure the type of vehicle being used is noted.

Vehicles need to be in good serviceable condition, although there are plenty of more-than-adequate mechanical skills around the event!

A2. OFFICIAL'S EQUIPMENT LIST

The stages, taking into account road closure and reopening times based on the competitors allowable late time, and with cars passing through at two minute intervals, will require officials 'on duty' at location for some five to six hours, depending on the number of competitors. Therefore, officials need to be equipped for a lengthy stay.

A2.1 Organiser's Instructions

Make sure you collect from the organisers your allocation letter, a map of where to meet set up officials/your location, and a list of contact numbers.

A2.2 Operating Equipment

- Clipboard and ball point pen (black/blue) – not a felt pen as these 'run' when wet
- First aid kit – take a basic kit at least
- Footwear – it is necessary to have suitable footwear (feet must be covered)
- Fuel – make sure you have a full tank before heading out from Eden
- Gloves (work) - very handy
- Hammer – always handy
- Plastic bag to cover clipboard if wet conditions apply (big enough to allow for writing inside the bag)
- Rubbish bags – take all rubbish when leaving
- Side cutters – great for removing ties when taking down control boards
- Shovel – vary handy
- Table/chairs – need the table to work on at controls and the chairs to be comfortable
- Tool kit – carry at least a basic tool kit; include jumper leads, tow rope, tyre pump and basic tools; also include spare cable ties and duct tape
- Torch – necessary for darkness of course; make sure it has fresh batteries and there are some spare batteries
- Umbrella – for protection against sun or rain

A2.3 Personal Gear

- Clothing – pack warm clothes and wet weather gear will almost certainly be required
- Drink – prepare a list; take ample water
- Esky – for the drink and food
- Food – prepare a list
- Gloves – to keep those hands warm
- Hat/Cap – to keep the sun or rain out of eyes
- Suntan lotion (fair skinned people can get burnt even in June)
- Toilet paper – in case needed; handy for many uses

If you have CAMS official's accreditation don't forget to take your licence book in order that it can be endorsed for future licence upgrading.

A3. DARKNESS

Some activity will be after daylight and officials need to be prepared for this and darkness will occur around 5pm in the forests if there is a heavy cloud cover. Certainly, it will be dark by 5.30pm.

Special Stages

There are ten stages planned to be conducted, and seven of these will run completely in daylight; the eighth is due to finish just on dark; whilst the last two will see the tailenders running in the dark.

Service Park

The service park will operate between 0930 and as late as 1900, so the last two hours will be in the dark.

A4. WEATHER

The weather is unpredictable of course. In the 2007 event it was a down to shirt sleeves during the day when there was not a cloud in the sky!! However, in 2006 it bucketed such that the event had to be shortened! 2010 was perfect weather. The mean long term average temperatures are:

- Maximum: 17 degrees
- Minimum: 3 degrees

It can be expected, on average, to rain 11 days in June.

A5. FIRES

We ask officials who will be officiating in the forests to bring gas appliances, which are not affected by the Solid Fuel Fire Ban, although care must, of course, be taken when using them.

A6. INSURANCE FOR OFFICIALS

By completing and signing the 'Officials Sign-On Sheet', officials will be covered by the CAMS insurance policies, including for personal accident insurance (for details go to the CAMS website at www.cams.com). The policy covers officials from the time they leave home until they return, provided they travel direct to and from, other than to pick up or drop off other officials.

The first thing that an official should do on arrival at the event is 'sign on' – this only needs to occur once; the best place is at the event headquarters, but sheets will be issued to all stage commanders and the 000 and 00 car officials.

Remember, you must report any injury sustained during the event otherwise coverage may be null and void; make the report to the event HQ staff and it is always a good idea to call the Clerk of Course immediately after the event to ensure that he has received and noted the report.

B: BEGA VALLEY RALLY USEFUL TERMS FOR OFFICIALS TO KNOW

B1. STRUCTURE OF EVENT

B1.1 Leg

This refers to the entire day's competition – from the start to the finish of the event.

B1.2 Heat

The Victorian Championship will be conducted over two heats, with championship points allocated for each heat. Heat One is from the start until arrival at the Edrom Road Service Park after Stage Five; and Heat Two starts on leaving the Service Park until arrival at the finish in Eden.

B1.2 Special Stage

The road over which the cars will be driven in competition.

B1.3 Section

The portion of the route between two successive major controls.

B1.4 Road Section

Where 'A to A timing' is used (as in the Bega Valley Rally) this refers to the event between successive time controls – that is, from the start of one special stage to the next.

B1.5 Liaison (or Transport) Section

Refers to each part of the event between a special stage and the next time control. The roads are open to the general public and crews must comply with all traffic regulations and normal road courtesy. In most cases a liaison section will be from the start to the first special stage; from the end of a special stage to a service break; from a serviced break to the next special stage; from the last special stage to the finish.

B2. CONTROLS

B2.1 Major Control

A major control is located at the start and finish of a section:

- From the start in Eden to the first special stage;
- From the start of one special stage to the start of another (Stage Start/Finish Controls);
- From a service break to the next special stage;
- From the last special stage to the finish in Eden.

B2.2 Stage Start Control

The start control comprises of:

Time Control



Sometimes called the 'Arrival Time Control'; it is located at the start and end of a road section. Competitors are given a target time to complete the road section and this time takes into account the need to observe traffic regulations.

Special Stage Startline



The start line is established 40m further into the stage from the time control.

B2.3 Stage Finish Control

The finish control comprises of:

Flying Finish



Special stages have a flying finish which is located 100/200m prior to the stop point. This is the location where the competitor's time is recorded. Electronic beams which automatically relay the finish times to the stop point are used. Officials at the stop point also record the time across the flying finish using a 'line of sight' method, in case of equipment malfunction.

Stop Point



This is where the competitors stop and their time past the flying finish is recorded on the officials control card and transferred to the crew's road card, after which they continue on the next transport section.

B3. EDROM ROAD SERVICE PARK

This is an area designated as the official service area, where the cars stop for servicing, and refuelling. For the Bega Valley Rally, they have 20 minutes service, plus another 10 minutes for refuelling. They visit the same service park opposite Edrom Road, near Kiah, three times.

This service park is 300m x 150m, with toilets, a secure refuel area and food and drinks available for purchase from a service provided by the Kiah Rural Fire Brigade. Full mobile telephone service is available at the service park.

B4. COURSE CARS

A number of course cars will precede and follow the competitors:

VEHICLE/CREW	SCHEDULED TIMING	ROLE
Set Up	Up to 2 hours	To 'secure' the stage by taping driveways, gates, tracks; setting up warning signs, etc.
Triple Zero ('000')	1 hour	To check that stage officials are in place and to advise headquarters of any problems; will 'yellow' the stage to indicate that all is okay.
CAMS Stewards	30 min to 1 hour	Checking safety issues
Double Zero ('00')	30 minutes	Checking that officials are in place and that the stage has been secured; when satisfied will 'green' the stage which indicates it is ready for competition to start on that stage.
Zero ('0')	10 minutes	<i>If 0 is used it travels at some speed ahead of the first vehicle to advise officials and spectators that competition is about to begin</i>
Sweep	Behind last vehicle	Travels behind the last competitor (not at speed) and collects all paperwork from controls; when 'Sweep' arrives (or passes) officials can stand down. However, officials must be aware that Recovery vehicles are still on the course.
Recovery	Could be well behind last vehicle	Assists any competitors who have had problems.

Double Zero will carry the CAMS Checker who will ensure that the course is set up according to plans agreed to between the organiser and checker, who will have been over the course some six weeks prior to check the organiser's instructions. All instructions of the Checker must be obeyed (eg: he may want to move the location of an official).

B5. FIVs (First Intervention Vehicles)

These vehicles carry paramedics and medical and extrication equipment provided by Medical Rescue Services. However, they are not patient carrying vehicles. The role of the FIV crew is to attend the scene of an incident and stabilise any injured persons and call for a 'civil' ambulance if carriage to a hospital is required. The Bega Valley Rally will have two FIVs attending the event and they will be strategically located on the Princes Highway.

B6. DOCUMENTS

B6.1 Control Card

A card used by control officials to record the time of passage of vehicles through a control. The Sweep vehicle crew will collect the card (and other paperwork) from control officials.

B6.2 Permits

Document issued by CAMS and Forests NSW authorising the conduct of the event. Copies will be issued to all officials who may be in contact with the public.

B6.3 Road Book

A book issued to crews which contains all the information they require to compete in the event. It comprises route instructions, stage sketch or map, route charts, tulip diagrams, etc.

B6.4 Road Card

This is a card carried by each crew and the times it reports to the various time controls are recorded on it.

B6.5 Withdrawal Form

This is a form that any crew withdrawing from the event is required to fill in and hand into the organisers, either by taking it to the headquarters or giving it to control officials. If the latter occurs, the form is to be handed to the sweep.

B6.6 Incident Sheet

A form issued to officials and included in the competitors' road book for recording of any incident that is to be reported to the Clerk of Course. The official Incident Sheet can be collected by the Sweep Vehicle crew or dropped into the event headquarters.

B7. TIMING

B7.1 Late Time

The accumulative time by which a crew is late (ie: exceeds the scheduled times allowed and target times) at major controls, excluding any time held in control and other allowable time. Once the late time (30 minutes for Bega) is exceeded a crew is considered to be out of the competition. However, a crew may rejoin under specified circumstances.

B7.2 Official Time

This is the time shown on the timepiece of the official at major controls. No protest lies against this time and all endeavours are to be made to ensure that the time conforms to Eastern Standard Time (EST) by calling 1194. However, once a timepiece (eg: 'CAMS Clock') is issued to an official only a designated official (usually the Checker in the double-zero car can change it). If a timepiece does not conform to EST, officials should record the time difference (having compared it with their personal timepiece) on the control card.

B7.3 Target Time

The time limit, not requiring an average speed greater than 60km/h, for a crew to complete a Section.

B7.4 Time Allowed

The time specified for completion of a Liaison Section.

Ends