



Date: 06 / 11 / 2024

COMMUNIQUE NUMBER #1

TO: Competition, Challenge, TSD & Spirit Tour – 2024 Shannons Adelaide Rally

FROM: **Jake Alker - Clerk of the Course**

COMMUNIQUE NOTICE:

Mechanical considerations leading into this weekend – a safety note:

- A rally places significant strain and loads on the structural and mechanical components of a vehicle. Proper preparation of your vehicle is critically important for your safety. At this point in time pre-event all suspension and brake components should have been carefully inspected and worn components replaced. And you should have gone over the entire car.

- The importance of fit-for-purpose suspension cannot be understated. Suspension travel is critical in a rally car because the car will hit bumps in the road at speed. An uneven surface which you may not even have recognised doing recce in a road car with compliant suspension has the potential to throw the car off the road at speed. If you are not using suspension specifically designed and set up for tarmac rally, drive conservatively and make the investment before the next event. You will learn about how to identify certain suspension characteristics at the drivers briefing on Thursday night. How your car feels on the road should be front of mind throughout the weekend.

- Particularly on some of the longer stages brakes will be pushed to their limit. Factory brake systems on older cars are typically unsuitable for competition. Apart from the obvious brake system upgrades, quality racing brake fluid and pad material upgrades should have been implemented if you are in one of the competitive categories. All participants in all categories should be acutely aware of the pedal going soft or pedal going low indicating progressive brake fade. How the brake pedal feels should be front of mind over the weekend. Back right off if the brake pedal starts to change in feel and then take action by seeking professional mechanical advice.

- If you have had a recent wheel alignment look out for traits attached to incorrect alignment or in some cases if you have done recent last-minute suspension work, you may have inadvertently changed the wheel alignment settings. A nervousness or tram-tracking feeling in the car can be indicators to look out for.

- You should be starting the event on new tyres if you are in a competition category, particularly if you are using semi-slicks which become hard when they age. Semi-slicks are designed to work when activated by heat. Old semi-slicks will not work properly if they have sustained too many heat cycles. The weather forecast for the event is good but there

remains the possibility of rain. Semi-slick tyres will have low grip on a wet road. You should have a contingency plan with road tyres fitted to a spare set of rims should conditions be wet. You can use up to 12 tyres on event so plan for tyres to use in the wet that have rain grooves (grooves around the circumference to shed water) such as a high performance road tyre. Be acutely aware that cold semi slicks wont start working until you are part the way into a stage. Have tyre grip and feel front of mind over the weekend regardless of your category.

- Remember to stop and check and adjust your tyre pressures regularly, particularly if you have just had tyres fitted. This can dramatically change how the car behaves.
- You alone as the crew are responsible for the car. It ought to have undergone a thorough inspection by your mechanic and a 'spanner check' to ensure all fittings and fixtures are tight and there is no potential for leaks to occur. One of the greatest risks to competitors is fluid leak from the preceding car. Don't be responsible for someone else's tragedy if not your own.
- We will discuss this in the drivers briefing further but the crew should rehearse exiting the vehicle and should know where all safety systems relevant to your category are such as , extinguisher, belt cutter, SOS boards and kill switch before the weekend.

Remember, YOU are responsible for your car and YOUR SAFETY. If you are unsure your car is fit for purpose in the event, speak to the Organisers about downgrading your entry. Seek advice from experienced competitors before your next event.

If your car is not handling or braking as it should – stop, withdraw for the rest of the day and get it checked and repaired if necessary before advising the event organisers and rejoining.

Keep these things front of mind over the event weekend and if you have doubts about anything on your car act on them in advance, the event organisers are committed to working with people that are proactive about safety.

MISSION ZERO



COMMITTED

Lafe Alker

Clerk of the Course