

MITSUBISHI GSR/EVO CLUB

MALLALA MOTOR
SPORT PARK
Length = 2.6 km (1.6 mi)



MOTORSPORT INFORMATION BOOKLET



OFFICIATING

NOT TOO KEEN ON COMPETING, BUT STILL WANT TO BE PART OF THE ACTION?

If this is the case then officiating is for you! It costs you nothing and will get you to where the action is (which is normally off limits to the general public).

OR, WANT TO COMPETE, BUT NOT SURE WHAT HAPPENS?

Being an official is an excellent way to get into the sport and learn all the rules and regulations before heading out on the track.

Either way, being an official is the best way (and the cheapest) to get to where the action is and be part of it. Any event from the Australian Grand Prix and Rally Australia down to the club motorkhana and trackday needs officials to help the event run smoothly and safely for all involved (that includes officials, spectators and competitors). Remember, without officials, the events don't run!

WHAT'S REQUIRED?



All you need to do is participate in 3 days of officiating on the job at any event within 12 months. After the three days, if you still wish to become an official, then send in your form to your friendly club CAMS representative and they will organise a Level 4 CAMS Official licence. From there it is totally up to you. You can stay as a Level 4 official, or you can progress up the ladder and get your Level 3 &/or Level 2 certification.

The Officials licence structure has five levels. An official can be at different levels for different disciplines of officiating (e.g. they can be a Grade 1 Steward, but only a Grade 3 Flag Marshal). The levels are as follows:

Trainee

For those with no motor sport officiating experience, and require **direct** supervision (when an adult CAMS accredited official* (18+) is in view and with direct verbal communication with the subordinate who is carrying out tasks). To be upgraded to Grade 4 from a trainee, the person must officiate for three full days at CAMS motor sport events.

Grade 4

For those with motor sport officiating experience, working under **indirect** supervision (when an adult CAMS accredited official* (18+) is in view or out of view, and in verbal communication using a two-way radio or telephone, with the subordinate who is carrying out tasks).

Grade 3

Official qualified to work without supervision, capable of assuming a team-leader role, and taking responsibility of Grade 4s and Trainees. To be upgraded to Grade 3, the person must complete the Grade 3 training plan.

Grade 2

Covers those officials capable of working as Chief Official at State or National events, and Assistant Chief at major National and International events. To be upgraded to Grade 2, officials must meet the requirements of the Grade 2 training plan.

Grade 1

Covers those senior officials capable of working as Chief Official at major National and International events. For Grade 1, the official is to be assessed by the National Officiating Committee Executive who may recommend attendance at Grade 2 Modules.

WHAT RIGHTS DO I HAVE AS AN OFFICIAL?

Motorsport officials have the right to expect that:

- Their health and safety are of prime importance,
- They are treated with respect,
- They are appointed to a level of competition appropriate to their level of competence, &
- They have access to self improvement opportunities.



The club will offer a discount on membership fees for members who are active officials for the club.

The Confederation of Australian Motor Sport Limited (CAMS) has been the custodian of motor sport in Australia since 1953. CAMS is the National Sporting Authority (ASN) for motor sport in Australia, delegated this responsibility by the Federation Internationale de l'Automobile (FIA) in 1970. The FIA aims to ensure that motor sport is conducted in accordance with the highest standards of safety and fairness and CAMS, together with 163 other ASNs in 119 nations, are committed to carrying out the mission of the FIA.



WHAT DOES CAMS DO?

CAMS exists to promote, encourage, and advance motor sport in Australia through competition, ensuring that the sport is competitive and fair and is run in accordance with the spirit of the traditions of true competitive sport.

CAMS is responsible for all forms of four-wheeled motor sport which includes categories such as circuit racing, rallying, off roading, historic competition and other general motor sport activities (including motorkhana, speed, hillclimb, autocross and khanacross events). In addition to this it is CAMS' responsibility to ensure that all motor sport in Australia is conducted in a manner that secures and enhances the safety of all those involved, including participants, officials, spectators and the public. This work is carried out to benefit all CAMS members in Australia, approximately 49,000 in total, which includes the members of over 300 affiliated car clubs and over 5,000 accredited officials.

In administering these objectives, CAMS regulates some 1800 motor sport events per year, ranging from club level right through to major international events. CAMS' responsibilities include:

- The coordination of the annual motor sport calendar
- The licensing and inspection of circuits
- The licensing of all competitors
- The permitting of events in accordance with National Competition Rules
- The training and licensing of officials
- The provision of a judicial system
- Ongoing development of the rules of competition and upholding driver and public safety standards
- Category Management
- Liaising with the FIA
- Developing and maintaining standards of safety and fairness
- Planning and developing motor sport in Australia
- Provision of protection through detailed and comprehensive insurance cover for participants, event organisers and claims by members of the public for injuries.

LEVEL 1 CAMS CLUB COMPETITION LICENCES

Cost: \$21

Prerequisite: None

Events Eligible For: As approved by CAMS state office

Also known as a "Come-&-Try" licence, the level 1 licence "permits the holder to participate in events conducted by CAMS affiliated clubs as a single-event member recruitment promotions or as a specific non-competitive part of a competitive event" [2002 Manual of Motorsport, Confederation of Australian Motorsport].

The level 1 licence is valid for use at one event only and is restricted to one purchase per annum.

LEVEL 2NS

Cost: \$52 per annum (Juniors: \$26 per annum)

Prerequisite: Medical – Medical statement attached to application form must be completed.

Events Eligible For:

The level 2 non-speed event licence entitles the holder to compete in the following events:

- Motorkhana and khanacross events up to International level
- Observed section trials
- Touring road events which contain no closed road sections and no non-race speed sub-events
- Touring assemblies and non-timed road events

LEVEL 2S

Cost: \$91 per annum (Junior: \$45 per annum)

Prerequisite: Medical – Medical statement attached to application form must be completed.

Events Eligible For:

The level 2 speed event licence entitles the holder to compete in the following events:

- Single and multi-car non-race speed events up to International level
'Non-race speed events' include hillclimbs, autocross, single car and multi-car sprints and regularity trials
- Regularity trials up to National Championship

Touring road events, including non-race speed sub-events, but not including closed road sections, up to International level

SCRUTINEERING

Before a vehicle is allowed to be used in any CAMS event, it must pass scrutineering. The following list is an example of the kind of checks that will be made before a motorkhana. It is advised that you check these items yourself and rectify any problems you find before a motorkhana to avoid hassles and disappointment. Please remember that scrutineering is purely for safety reasons. The scrutineers will check various components to make sure they will survive the unusual forces acting on the car during an event.

Under Bonnet checks:

- Fuel lines – not cracked or damaged
- Battery – secure
- Nothing loose

External:

- Bonnet - secure
- Wheels – condition
- Wheel Bearings – no noise or movement
- Tyres – condition
- Brakes
- Boot – secure
- Door Mechanisms - operational

Interior:

- Nothing loose inside cabin or boot – loose items will be removed
- Driver's Seat – doesn't move when latched
- Passenger Seat – doesn't move when latched (only required to be checked if an authorised passenger will be carried during the event)
- Seat Belt – no fraying
- Seat Belt Latch – operational and no damage
- Steering Wheel – Secure
- Steering Mechanism – no unnecessary free play
- Brake Pedal – operational & no unnecessary free play



MOTORKHANAS

WHAT IS IT?!



A motorkhana is an event that tests the agility of a vehicle and the skills and judgment of the driver. Considered to be the entry level to motorsport, motorkhana's are cheap to compete in, highly enjoyable and very competitive. It is an event in which has been designed so that the essentials skills of car control and judgement can be practised away from the perils of public roads.



In a motorkhana, as with hill-climbs, rallies & sprint races, the competitor is competing against the clock, ie only one car on the track at any one time, to successfully negotiate a set course defined by specially coloured markers. The course is usually set out on bitumen (ie car park), but they can be run on dirt, grass or concrete. Penalties are given for each marker hit or for going the wrong way. In most events, the competitor will be allowed two attempts at the course with the fastest time counting towards the result. Once every competitor has completed the course, the markers will be set out into a new pattern and the whole field attempts the next test.

DO I NEED A SPECIAL VEHICLE?

No. As long as the vehicle is safe and passes pre-event scrutineering, just about any car can compete. The majority of competitors all use their general "everyday" car, although, some cars are specifically built for motorkhana's. To make competition fairer however, a class structure has been devised which gives everyone a chance of being competitive. This means that the 1.6L FWD Lancer Coupe will not be competing against the 2L AWD Lancer Evolution 6!!!



Before being allowed to compete in an event, each vehicle must pass scrutineering. Scrutineering is a general safety inspection of the car in which the scrutineer will check under the bonnet to make sure everything is secure, the fuel lines are not damaged, cracked or excessively deteriorated and the throttle moves freely. They will also check the tyres, wheel bearings and brakes; and check drivers (and if necessary, passenger) seatbelts and the steering.

WHO CAN COMPETE?

As long as you are between 12 and 110 years of age and a member of a CAMS affiliated club, you can compete. For most motorsport club members, motorkhanas are their first real competition events from which they can progress to the Australian title event. Young or inexperienced drivers are also allowed to have older passengers in the car to coach them.



WHAT DO I NEED TO COMPETE?

The minimum requirement you need is a CAMS Level 2NS licence. This will cost \$52 (\$26 for juniors). Please see the CAMS Licence section for more details. Also, if you are unsure whether motorsport or motorkhanas are for you, then some events will be run as "Come-&-Try Days". For these events a Level 1 licence can be issued. This gives you a chance to try it out and see if the bug bites you.



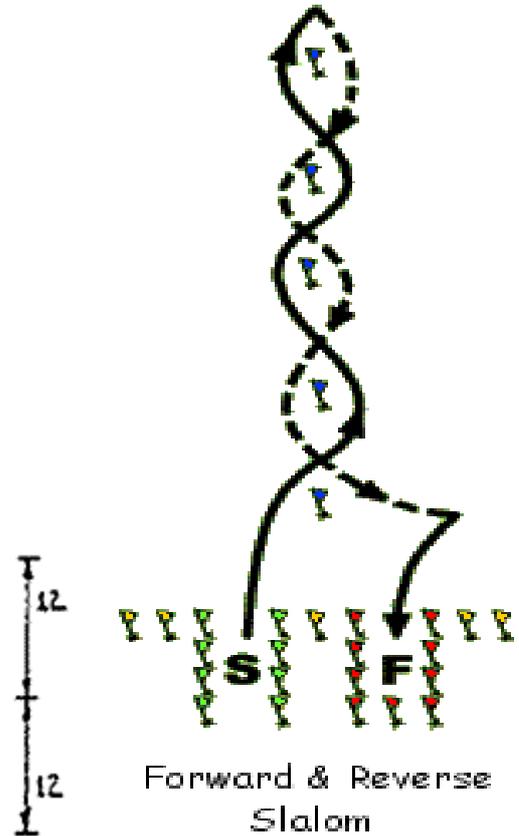
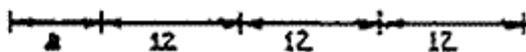
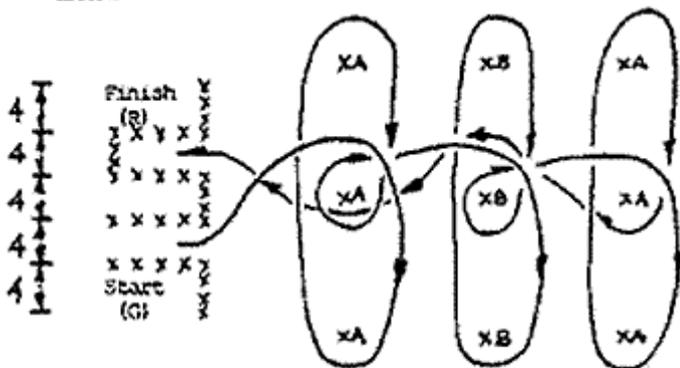
Don't have a car? That's fine. Just drag your friend that owns the EVO 7 along. For most events, up to 4 drivers are allowed to compete in the same car. Don't worry, the event venue will be a wide open space and the speeds involved are pretty much very low (most tests will be completed with 1st gear &/or reverse), so the risk of damaging their car is slight.

WHAT DOES IT COST?

The total cost of competing in a motorkhana is very little. Because any sort of vehicle can be used, the greatest cost is already avoided. No special tyres, brakes, fuel or safety equipment is required (except for special vehicles where helmets and goggles are required). Also, the events are short with each test being approximately 200m in length, so the running costs are also kept right down. The only other costs are event fees which are generally no more than \$30 (if not \$20), licence fees & club membership fees (which are annual).

Test 34. Triple Loop

Tolerance ±0.2m
 Length 44m
 Width 24m
 Scale 1:500
 Date 7/86



HILLCLIMBING



WHAT IS IT?!?

A hillclimb is generally the highest level of motorsport that can be competed in using a normal road car. Hill-climbing is “the art of driving a car on cold tyres as quickly and neatly as possible around the corners of the hill, up a bitumen road sometimes no wider than a garden path.” Like motorkhanas, rallies and sprints, hill-climbing is a competition against the clock to complete the course as quickly as possible.

DO I NEED A SPECIAL VEHICLE?

Generally, no. However, because the venues used can vary so much, it is advised that competitors wishing to compete in a standard car without CAMS approved safety harnesses &/or roll cage should check with the event organiser before the event.

WHO CAN COMPETE?

As long as you are between 14 and 110 years of age and a member of a CAMS affiliated club, you can compete.



WHAT DO I NEED TO COMPETE?

The minimum licence requirement you need is a CAMS Level 2S licence. This will cost \$91 (\$45 for juniors). Please see the CAMS Licence section for more details. Also, if you are unsure whether motorsport is for you, then some events will be run as “Come-&-Try Days”. For these events a Level 1 licence can be issued. This gives you a chance to try it out and see if the bug bites you.

Your vehicle will need to pass pre-event scrutineering and be fitted with an approved fire extinguisher. The location of the battery will also need to be marked with a blue triangle on the

outside of the vehicle. The driver is required to wear a CAMS approved AS 1698 Helmet and flame-resistant clothing that covers you from your neck to your ankles and wrists. This does not necessarily mean a race suit, woollen or cotton material is fine.

WHAT DOES IT COST?

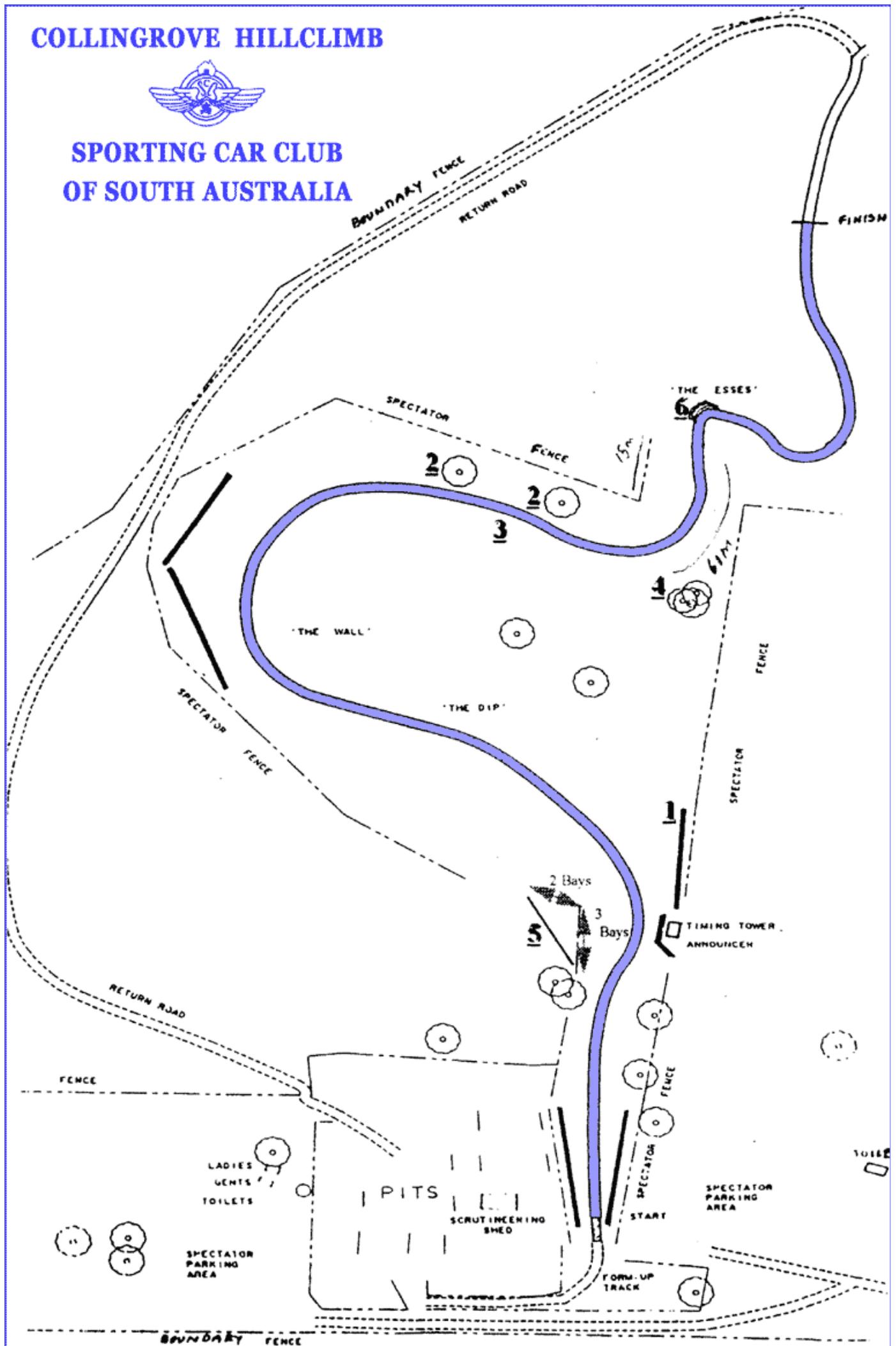
Entry fees are around \$45 depending on the event and the venue. Helmets are a must and prices can vary from \$100 up to and over \$1000 depending on the type, quality, material and brand. Fire extinguishers are another must and you will be looking at about \$30 - \$90 for a standard dry chemical extinguisher complete with mounting bracket. The blue triangle signalling the location of the battery can either be properly cut out of vinyl from a sticker manufacturer, or simply 3 pieces of blue electrical tape. Another item not mentioned above is a secondary bonnet restraint system. This can be in the form of bonnet clips (believed to be illegal for road use in South Australia by the author) or a rather more technical strap or bit of wire.



COLLINGROVE HILLCLIMB



SPORTING CAR CLUB OF SOUTH AUSTRALIA



NAVIGATIONAL TRIALS



WHAT IS IT?!

Navigational rallies are non-speed competition events where the competitors are given a set of written instructions to use to find their way from the start to the finish. The winner is found by marking for following the correct route and covering the distance in the time specified in the speed schedules written into the instructions.

As the event is run on public highways, roads and streets, the competitor must comply with the road laws at all times. Points can be lost for not obeying the road laws. Points can also be lost for missing checkpoints, or for arriving early or late at checkpoints.

DO I NEED A SPECIAL VEHICLE?

No. Your standard road legal vehicle is suitable. It should be noted that an operational speedometer and odometer are necessary pieces of equipment. If you wish to use a vehicle that is not road legal (i.e. your million dollar Lancer WRC) day permits are available from Transport SA .

WHO CAN COMPETE?

Anyone can compete as long as they are over 12 years of age, however the driver needs to hold a current Australian drivers licence.

WHAT DO I NEED TO COMPETE?

At least one competitor in the vehicle needs to be able to read maps. The "navigator" will need a clipboard, pen and a reasonable watch or stopwatch. A level 2NS licence is required for all competitors in the vehicle.

An inquisitive mind and a good sense of humour is a MUST!!!

WHAT DOES IT COST?

Entry fees and vehicle insurance will be the most expensive parts of the event. Entry fees can be between \$50 and \$100 depending on the event. Insurance is definitely something to look at as your normal insurance will not cover you in an accident. Check your policy for any reference to motorsport! Day insurance costs are variable depending on the car, the driver, the event etc.

No special tyres, fuel, or safety gear is required.



SPRINTS

WHAT IS IT?!

Sprints are run on specially prepared race tracks such as Mallala and AIR and are primarily a test of the vehicle's performance and the driver's ability to control the vehicle. Dependant on the venue vehicles start either on their own or paired side by side. The winner being the competitor with the fastest time and speed over the measured distance.

- **Straight Sprint** - held over a maximum of 400 metres on either country roads or on a permanent drag strip.
- **Circuit Sprint** - run on one of the CAMS approved permanent race tracks. These are very popular and provide the opportunity for a new driver to have an experienced competitor sit in the passenger's seat providing tuition.

DO I NEED A SPECIAL VEHICLE?

No. Your standard road legal vehicle is suitable. However, the vehicle must comply with CAMS Schedule A & B as specified in the CAMS Manual of Motorsport.

WHO CAN COMPETE?

As long as you are over 14 years of age you can compete. Note however that juniors (between 14 & 16 years of age) will be assessed by the Clerk of Course or a nominated official prior to participation at their first event.

WHAT DO I NEED TO COMPETE?

You will be required to hold a CAMS Level 2S licence. This will cost \$91 (\$45 for juniors). Please see the CAMS Licence section for more details.

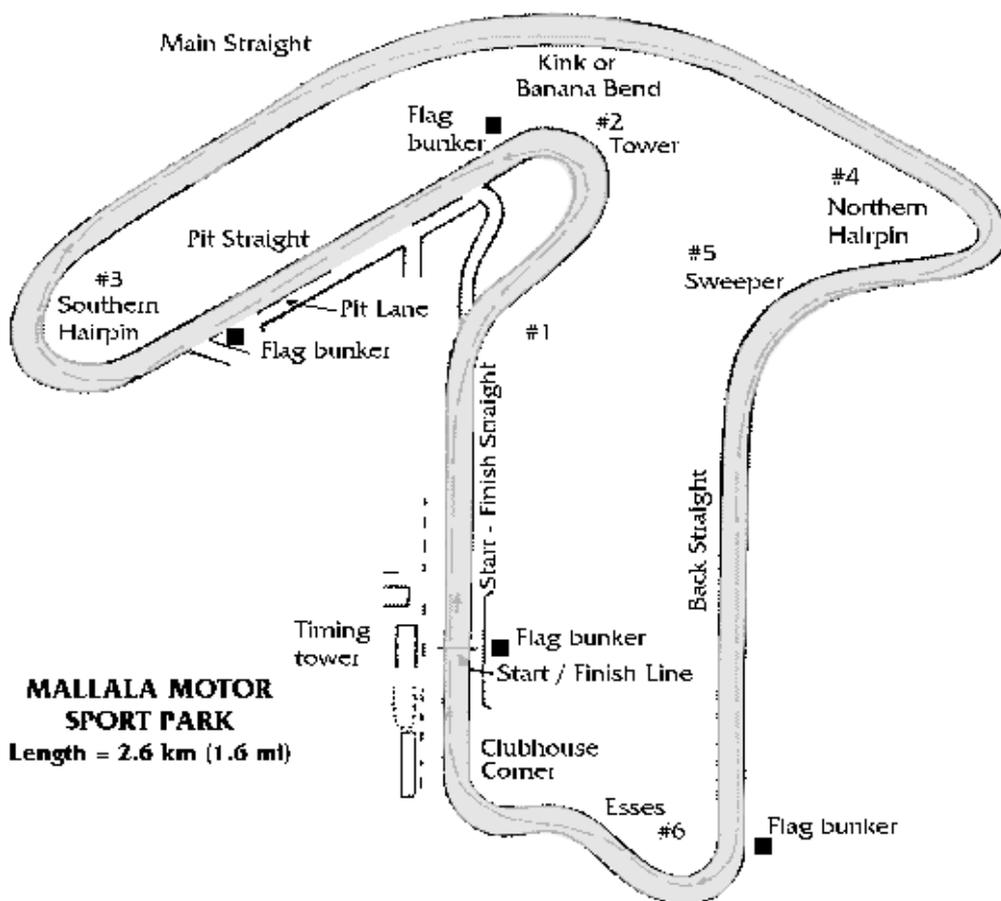
Your vehicle will need to pass pre-event scrutineering and be fitted with an approved fire extinguisher. The location of the battery will also need to be marked with a blue triangle on the outside of the vehicle. The driver is required to wear a CAMS approved AS 1698 Helmet and flame-resistant clothing that covers you from your neck to your ankles and wrists. This does not necessarily mean a race suit, woollen or cotton material is fine.

Although there are no requirements to the type of tyres and brakes except that they pass scrutineering, careful thought should be placed on the quality of the components you have fitted to your vehicle for an event. Considerable tyre and brake wear should be expected and the safety of yourself and other members of the club could be placed at risk with the use of poor quality components.

WHAT DOES IT COST?

Entry fees and vehicle insurance will be the most expensive parts of the event. Entry fees can be about \$100 depending on the event and the venue. Insurance is definitely something to look at as your normal insurance will not cover you in an accident. Check your policy for any reference to motorsport! Day insurance costs are variable depending on the car, the driver, the event etc.

It should also be noted that vehicle wear and tear will be increased dramatically during a sprint event. Expect to need to replace your tyres and brakes following an event.



TERMINOLOGY

A Dictionary of Road Rally Terminology

Introduction

This is a small glossary of terminology associated with road rallying and other club activities. The original text was written by David Crooke and Andrew Cooper of Edinburgh University Motor Sport Club.

A

- AA *abbrev.* - Automobile Association - a bunch of Very Nice Men, as long as they don't know you're on a rally.
- all nighter *n.* - A full length rally, often followed by breakfast.
- alloy *n.* - material used to triple the price of car parts.
- AR *abbrev.* - All roads - code meaning "difficult clue"

B

- black ice *n.* - See moment, stack
- Blue book *n.* - a baroque comedic work in the style of Lear poetry published by MSA
- Bowring *n.* - purveyors of insurance
- box *n.* - a connoisseur's ninety
- bridge *n.* - a road-reading instruction warning of potential yump or ninety. See moment
- Bump stop *n.* - small rubber object designed to protect MacPherson strut valves and fuel line

C

- catch *v.t.* - to survive a moment as in 'I caught the first three'.
- cattle grid *n.* - See moment
- caution *n.* - a particularly fine yump the rally organisers have taken pains to point out (Gav!)
- closing car *n.* - sweeps up afterwards
- clue *n.* - navigational rally route instruction, as in "I haven't got a clue what this means"
- code board *n.* - small temporary road sign hidden in a hedge immediately before a ninety
- compass *n.* - sign of desperate navigator
- Cozzie *n.* - rally prepared Ford Escort or Sierra RS Cosworth. Opposite of scrapper in every sense
- crest *n.* - the top of a hill
- CRO *abbrev.* - Coloured Roads Only - code meaning "nice clue"

D

- ditch *v.t.* - to parallel park a car unexpectedly during a rally
- driver *n.* - incompetent person holding steering wheel
- doughnut *n.* - novel means of ploughing grass with a rear wheel drive car

E

- eighty *n.* - proprietary sobriety cure often sold in pints
- ETL *abbrev.* - Electricity Transmission Line - large metallic twentieth century sculpture erected by Yorkshire Electric to make rally clues harder
- excuse *n.* - means to explain poor result in rally, or ditching or similar manoeuvres
- Expert *n.* - a class in navigational rallies for people who know what they're doing.

F

- fade *v.i.* - what brakes do when they overheat. See moment
- farmer *n.* - 1 - Nice man with tractor pulling your care out of a ditch. 2 - Angry owner of the fence you just totalled
- farmyard *n.* - cobbled area not on the rally route, often strewn with mud and cow dung. See moment
- flat *n.* - stage rally instruction, meaning "Keep your right foot flat on the floor"
- "Follow that car!" *n.* - traditional instruction to driver
- ford *n.* - mid-rally car wash
- fork *n.* - Y-shaped junction, as in the instruction "Fork Right Off"
- four wheel drift *n.* - simultaneous understeer and oversteer

G

- game pie *n.* - dish made from a variety of wild animals, often enjoyed by the crew of the closing car
- grip *n.* - See Yokohama

H

- hairpin *n.* - Corner much tighter than a ninety
- handbrake 1 *n.* - Direction changing lever found between the front seats, but not on Citroen, Saab or Alfa Romeo cars. 2 *v.t.* - To make use of the handbrake
- hang on *n.* - instruction to navigator
- harness *n.* - go faster seat belt
- hedge *n.* - Follows hairpin, handbrake, hang-on
- herringbone *n.* - form of rally clue which works on the organiser's kitchen table but not in your car
- hooking *n.* - making use of the ditch to assist cornering

I

- icing *n.* - what happens to carburettors in cold weather. See excuse
- IGR *abbrev.* - Ignore Gated Roads - code for "bloody hard clue"
- insurance *n.* - overpaid piece of paper

J

- jugs *n.* - Weber DCOE or similar carburettors fitted to cars

K

- K-right *n.* - road reading instruction used by poncey navigators, meaning corner of between 30 and 60° , depending on the navigator's handwriting

L

- Landranger *n.* - map depicting opportunities for a rally
- lay-by *n.* - place to hide a code board (Ref: Beaver Rally)
- left *n.* - often confused with right. See navigator
- lift *v.t.* - a driving technique
- loop *n.* - bigger place to hide a code board
- lose *v.t.* - 1 - opposite of catch. See moment, excuse
- lost *n.* - state of Peugeot 405's on rallies
- lump hammer *n.* - precision adjusting tool

M

- marshal *n.* - cold masochist
- masochist *n.* - someone lacking a sense of self preservation. See marshal, navigator
- Mintex *n.* - a means to prevent fade
- minute *n.* - over-optimistic time by which you try to reach the next time control
- moment *n.* - an incident during which the driver has even less control of the car than usual. The name derives from the duration of the incident in the navigator's reference frame, in the driver's reference frame it lasts several minutes. See "The Principle of Relativity" by A. Einstein
- motorkhana *n.* - an organised event designed to test use of the handbrake

N

- navigator *n.* - incompetent person clutching a map board
- ninety *n.* - a corner the shape of right-angle. See moment
- Non-Expert *n.* - exactly
- not as map/NAM *adj.* - a type of corner the cartographer has chosen to depict with particular artistic licence. See moment
- Novice *n.* - class of rally competitor provided with easy clues to give the Non-Experts someone to follow

O

- off *n.* - unplanned departure from the road. See ditch
- oncoming *n.* - traffic flow of inconsiderate local residents and Ford Fiestas driving the opposite way to rally route
- One-Thirties *n. pl.* - extremely delicate pieces of wire encased in a glass bulb, which glow brightly for up to ten minutes
- OS *abbrev.* - government agency which produces the Landranger series of maps
- oversteer *n.* - a state in which the car tries to ditch itself on the inside of a corner

P

- pace car *n.* - large vehicle, usually white, sporting extremely tacky go-faster stripes, multifarious flashing lights and driven by dour faced gentlemen in navy blue suits
- panic *n.* - standard navigational technique
- panic envelope *n.* - sealed paper container, to be opened only by wimps
- passage control *n.* - NOT the Y reg Sierra with the steamy windows
- pendulum *n.* - poser's cornering technique
- pirouette *n.* - "handling" characteristic of rear-engined vehicles. See moment
- porta-power *n.* - hydraulically operated precision adjusting tool for large jobs
- poti *n.* - navigator's essential equipment for fast sections
- PR problem *n.* - Anal-retentive resident of a remote village

Q

- quiet zone *n.* - place where you drive calmly if a driving standards observer is present

R

- rabbit *n.* - See game pie
- rally car *n.* - See scrapper
- rally route *n.* - a series of roads marked with dead rabbits
- red line *n.* - point on the tachometer below which the needle should not be allowed to drop
- red mist *n.* - a means to make the car go faster. See ditch

- right *n.* - often confused with left. See navigator
- road reading *n.* - predicting the road ahead from assorted squiggles on the map
- rocket fuel *n.* - a half and half mixture of four star and super unleaded petrol (or *Howie's wine!*)
- romer *n.* - a bit of plastic kicking around the floor of the car

S

- scrapper *n.* - a motor car in a similar condition to those found in
- sheep *n.* - game pie target for a larger car
- single track *n.* - a type of road not wide enough for a car and a tractor to pass side by side. See moment, oncoming
- skid marks *n.* - a series of streaks which can be used to judge the quality of a moment, if the driver can be persuaded to part with his/her underwear
- squirrel *n.* - See game pie
- stack *v.t.* - to perpendicularly part, unexpectedly during a rally
- straight line *v.t.* - to take the "racing line" through a roundabout
- sulk *v.i.* - See navigator

T

- tantrum *n.* - See driver
- tightens *adj.* - navigator's euphemism. See moment
- time control/TC *n.* - place where the navigator haggles with a marshal for a minute
- toe down *adj.* - proper driving style

U

- U-ey *n.* - a tactical manoeuvre used in situations of navigational uncertainty
- understeer *n.* - a state in which the car tries to ditch itself on the outside of a corner

V

- video camera *n.* - jinx

W

- white *n.* - proper, unsurfaced rally road
- WD *abbrev.* - Wrong Direction - the act of arriving at a time control going the other way, which incurs a penalty
- wimps *n.* - people who suffer from common sense while driving a car
- work *v.i.* - something clues occasionally do

Y

- yellow *n.* - tarmac rally road
- Yokohama *n.* - a Japanese company which manufacturers ingenious transfers used to apply rubber to tarmac
- yump 1 *n.* - a crest on a road specially designed to separate the car's wheels from the ground. 2 *v.t.* - to drive a car spiritedly across a yump

Z

- Z-bends *n. pl.* - a series of consecutive moments

MOTION SICKNESS

THE NAVIGATORS AND DRIVERS NIGHTMARE

Motion sickness is both the navigators and driver's nightmare - for the person there is nothing worse than that feeling of nausea that envelops them, and then for the driver there is the frustration that strikes as they have to slow or stop to cater for their codrivers health!!!

Motion sickness stops many from becoming co-drivers, but it hits people from different walks of life. Parents will talk about the anguish of going on trips with their family - because one member suffers car or motion sickness.

From a holistic point of view, there are several factors that can contribute to someone getting car sick, these are

- Low blood sugar - in brief this is caused by not eating regularly enough, or eating foods that are too high in sugar and do not give lasting energy. As our blood sugar drops a variety of symptoms can follow including - headaches, craving more sugar, getting lightheaded and this may progress to nausea and for some vomiting.
- Poor Liver Function - nausea is frequently an indication that our liver is not working as well as it should. This is caused through our poor eating habits, poor bowel habits and too much alcohol.

WHAT CAN BE DONE?

FOOD - Initially many people think that if they do not eat then they won't get sick. Not quite true. A fat filled, greasy meal of a hamburger, or pizza and chips, eaten two minutes before a fast ride in a rally car may make even those with cast iron stomachs a little green at the gills. But not eating doesn't help. When we don't eat our blood sugar levels drop and our energy drops, we also get light headed, put this together with a ride in a car travelling at speed and the result will often be nausea and motion sickness.

BREAKFAST - Always start the day with breakfast. You don't run the rally car without fuel, why should you run without fuel? Breakfast has to be light but also give you energy for the day ahead. Avoid a full breakfast of sausages and eggs or bacon and eggs, this is too rich for the body to cope with and will only cause problems later in the day!!!

What to have? Whole grain toast with jam or vegimite, keep the butter very low or none at all. The fat in the butter will make the toast much harder to digest and will put the liver to a real test. Cereals may be helpful but many are full of sugar and of little nutritional value. Porridge, or a home made Muesli are possible exceptions, however adding milk to the cereal is not a good move. This makes the breakfast harder to digest and more inclined to be regurgitated. For those who do not like their cereal dry, Muesli bars are a viable option. Fruit is also light and easy to digest, but if you have fruit for breakfast you will often have to have some more fruit one to two hours later.

SNACKS - During the rest of the day the solution is to eat little and often. Small snacks of food are the best way to go. Fruit is light and easily digested, bananas are very good. Muesli bars give quick and fast acting energy, and they also have some whole grains in them so will give some lasting energy as well. Salad vegetables are easy to digest and reasonable in terms of giving energy. For those who want to eat sandwiches, it is best to go for something on whole grain bread and preferably without meat and/or cheese and only eat a half a round at a time. Wholemeal muffins, rice cakes, ryvitas, whole grain salada, crusketts or other crackers that are made of whole grains are another good snack choice. Organise a snack for each service point.

CAFFEINE - Caffeine is disguised in many forms including coffee, tea, chocolate, guarana and cool drink. Caffeine intake increases our blood sugar and makes us feel more energetic, but this is only a short term solution, within 1 -2 hours we are feeling tired and in need of more food and coffee. If we go longer without our next hit, our blood sugar drops and potentially nausea and car sickness may develop. Do not suddenly reduce your coffee intake, especially in the week before a rally. For those who normally drink a lot of coffee, going cold turkey is a quick way to produce headaches which can potentially develop into car sickness. When reducing coffee, it is best to reduce intake by a cup a week.

FIZZY DRINKS - Fizzy drinks are well known for making one burp. Do not consume any fizzy drinks during a rally as these may contribute to any feelings of nausea and unrest in the digestive system.

NATURAL REMEDIES

GINGER - this is possibly the most common natural remedy used by those suffering motion sickness. Ginger traditionally is very good for the digestive system, it is calming and helps one digest food better. However ginger is also hot and warming, and many who suffer motion sickness take ginger on an empty stomach and then complain about it burning them. Ginger must be taken with some food and I would recommend that you try it first. It is no use trying it on the rally and finding out that the burning feeling gives you heart burn and that you then feel sick!!!

FLOWER ESSENCES - these are a liquid infusion of flowers that are taken internally and work at calming our systems and allowing us to cope more easily with stress. (These are different to essential oils which must not be taken internally). Using these essences I have had wonderful results in treating co-drivers that had previously suffered from car sickness. I make up a mix for the person using a combination of -

- Rescue Remedy - for relaxation, calming and allowing one to cope with stressful situations.
- Paw Paw - for helping one digest and integrate decisions and digest food.
- Dill - helps with digestion and is particularly good when one is overwhelmed – too many things going on

- at once. It helps calm and soothe and allows one to integrate and digest all that is happening.
- Chamomile - a remedy for those that are agitated and nervous. It helps to settle ones stomach and digestive system.

To this mix I usually add some tissue salts usually –

- Sodium sulphate - which assists the liver and digestion and helps with those who suffer from nausea.
- Potassium chloride - which helps us digest food better.
- Magnesium phosphate - which is a relaxant and helps one cope with any stress and tension (not that there is any of that around rally time!!!)

I make these up in a liquid base that uses a small amount of brandy (a maximum of 5 mls in a 25 ml bottle) as a preservative, but for those that are concerned about alcohol I can make this up in water but the mix will not last as long as it has no preservative in it. This mix is best taken as 4 drops, under the tongue, about 3 - 4 times on the day before the rally and then as needed during the rally. This mixture is quite safe, and will not cause any drowsiness, and will not affect any drug testing that may be done. It is also impossible to overdose on this remedy. More will not necessarily improve the situation any further, just make no difference.

WHAT ELSE?

A glass of warm water with some lemon juice, first thing in the morning assists with digestion, liver function and also our cravings for sweet things. This is something that needs to become a regular part of life and not just a rally morning routine. Remember to look up and look out the window screen, if you are feeling nauseous the feeling will be accentuated by looking down and feeling trapped. Have the window open a little so you can get some fresh air in. Make sure you do not drive with recycled air on all the time, this will contribute to feelings of tiredness and can contribute to you feeling sick and nauseous. Also do not drink alcohol before the rally - at the very least do not drink the night before and if possible for the week before. Finally if you have any ear trouble, please have it checked out as this can contribute to lack of balance and motion sickness.

Please contact me on (08) 9472 5885, or naturaly@vianet.net.au if you have any further queries.

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A naturopath in Perth, Western Australia.

Motion sickness remedy as described above is available from Caroline.
