

## 2011 MARSUE TRANSPORT MOGUMBER 240

There have been several comments regarding the non application of competitors missing markers at the recent 2011 Marsue Transport Mogumber 240. The following is a summary of what occurred and some of the reasoning behind what occurred at the event.

The incidents on the Sunday morning being referred to involved one set of markers that were placed in an extremely muddy part of the track. In fact several cars had been bogged there during Saturday's section of racing. It is true that well in excess of twenty incidents of missing this marker were reported to the Clerk of Course. It is also true that the first car through this section of track lost control and damaged over one hundred metres of fencing.

There was lengthy discussion by race officials involving the Clerk of Course, Assistant Clerk of Course, Competitor Liaison Officer and CAMS Stewards amongst others. This discussion also involved informal interviews with three or four competitors who had been involved. Remarks from these drivers included concerns with getting bogged in the section and blocking the track, markers not being in place when they went through, concerns with losing control and hitting the fencing/strainer post present and some confusion with directions being given by marshals at this section of race track.

After lengthy discussions it was decided not to issue infringement notices to any competitors. The reasons for this decision can be summarized as follows:

- All incidents involved one set of markers which covered a "difficult" piece of track. This may have indicated that perhaps the track course/marking was not "adequate".
- The fact it involved such a large number of competitors and a single set of markers re-reinforces the comment above.
- Multiple drivers were concerned with the safety implications of this piece of track and the consequences and the seriousness of an accident in this area (presence of fencing/strainer post).
- The markers in question were witches hats and a large truck/tractor tyre. Neither item was listed in sup regs as a marker (an oversight which will be rectified next event) and any appeal most likely would have seen any charges dismissed.

The situation at Mogumber varied greatly from that at Bencubbin where the reports involved many different markers and track conditions were in no way similar to that at Mogumber. To remain a professional sport we have to consider all situations carefully and then respond in an appropriate manner. I feel that the incidents at Mogumber were given due thought and consideration and were certainly not dismissed lightly. The situation was carefully considered

and given the information available a decision was made not to issue infringement notices. It was encouraging to see the marshals reporting these incidents and we encourage them to continue to do so. In this case however with the number and variety of people involved in a single location perhaps we need to recognize the problem was not necessarily with the competitors but was created by combination of track and weather conditions.

Hopefully the explanation above provides you with understanding of what happened and the reasons for the decision that was made.

Dave Cowan

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