

AUSTRALIAN OFF ROAD COMMISSION

Minutes of the 1st meeting of the Australian Off Road Commission held at the Tullamarine Airport Motor Inn
Saturday 6 - Sunday 7 April 2002

PRESENT: Messrs John Paterson (Chairman), Laurie Svenson (Deputy Chairman), Gordon Bailey, Dale Chadburn, Ben Erceg, David Farthing, Russell Innes, Campbell Andrea (Secretary), Adam Power (Minute Secretary).

VISITORS:

Andrew Ryan	Entire Meeting	
Morrie Williams	Saturday 6 th April	0930 – 1710 hrs
Murray Rogers	Saturday 6 th April	0930 – 1710 hrs
Brett Price	Saturday 6 th April	1500 – 1710 hrs
Andy Clark	Saturday 6 th April	1640 – 1710 hrs
Andy Clark	Sunday 7 th April	1030 – 1100 hrs

APOLOGIES: Peter Marcovich, Matthew Owen

The meeting commenced at 0930 hours.

The meeting adjourned at 1710 hours on Saturday 6th April, and recommenced at 0900 hours on Sunday 7th April, concluding at 1515 hours.

1. OPENING

1.1 Opening of Meeting

The Chairman welcomed all to the first meeting of the Australian Off Road Commission (AORCom). AORCom replaces the National Off Road Committee following the Board's approval of the change in status.

The Chairman also welcomed Andy Ryan, who will be recommended to the Board to take the place of Matthew Owen, who is no longer able to fulfil his commitment to AORCom due to personal reasons.

The Chairman also welcomed Campbell Andrea and Adam Power from CAMS administration to their first AORCom meeting.

1.2 Additional Agenda Items

The following additional agenda items were accepted:

- a) Dual Status Events (7.6)
- b) Finke Desert Race Supplementary Regulations (7.7)
- c) Dust lights (6.7)
- d) Off Road Safety Committee (7.8)
- e) CAMS Manuals (7.9)
- f) Lighting GR24 (7.10)
- g) Roll Over Protection – Printing Error (6.8)
- h) GR9 Chassis/Frame (6.9)
- i) O3 Junior Navigator Off Road Licence (7.11)
- j) O3S Stadium Licence (7.12)
- k) Seating Position - Class 9 (6.10)
- l) SR5.2 Section - C Frames and Chassis – 5.3 (6.11)
- m) Fuel Testing (7.13)

1.3 Board Member's Report

Mr Marcovich sent an apology for being unable to attend the meeting and as such no report was presented on this occasion.

1.4 State Reports

Commission members reported briefly on issues in each state.

Western Australia

Mr Farthing reported that the licence lecture documents reflected the 2001 CAMS Manual, and that changes were needed to update the material. He also reported that WA had increased the state events to 6 long course and 3 short course events. It was also stated that the early state events were well attended with approximately 40 entries, up from around 28 entries last year.

Tasmania

Mr Innes stated that 2001 had been very successful for Tasmanian Off Roding with very competitive fields and increasing standards of vehicles.

However, it was noted that there exists a somewhat negative attitude amongst some competitors that may lead to dropping entry levels in the state. Factors leading to this include the financial challenges being faced (e.g. rising fees / harnesses), duty of care issues and insurance.

Mr Innes noted that the Tasmania Sand Enduro Race is celebrating its 30th year in 2002 which makes it the longest continually running off road event in the country.

There is a core group of between 15 & 20 competitors in Tasmania, but a major challenge is the introduction of new competitors to the sport.

Victoria

Mr Bailey reported that licensing costs had been the biggest issue in his state, which has brought some negativity. Mr Bailey informed the Commission that the first state event at Portland did not take place, which may be attributed to several different reasons.

Mr Paterson queried whether a potential cause for low entries was the relatively large number of events conducted in Victoria. He suggested a potential solution would be for Victoria to look at reducing the amount of events in the state.

South Australia & Northern Territory

Mr Erceg reported that the first event for 2002 was good and should be the benchmark for the rest of the year. There is also going to be a five round state series with that forming 7 races all up for the year.

It was also reported that the increase in licence fees had been accepted by competitors. The new licensing procedure is now established and working well. It was recognised that some minor changes were required in the lecture material due to the reference to the 2001 manual. It was also noted that some aspects were not entirely relevant to SA requirements. Eleven people completed the first lecture session at the SA CAMS office and 6 completed the Observed Licence Test at the event.

The requirement for each competitor to have a CAMS manual was also an issue in SA. It was noted that this would be discussed as an agenda item.

Mr Erceg informed the Commission that four Off Road vehicles had been on show at the Clipsal 500 in Adelaide. Thousands of people attended the static display which was of great benefit to the Off Road community in that state. Mr Erceg commended the CAMS State Office staff for their assistance in organising the display.

There are several events running in the Northern Territory, the Finke Desert Race being the highest profile. Entry numbers for the first event were 35. Unfortunately a Jap Parts Series event has been cancelled due to fencing works that would have required significant changes to the course.

NSW

Mr Chadburn reported that there will be a 9 round series, up from the six round series held in 2001. Entries in 2001 were slightly higher than 2000. The first of the state round, which was run as part of the Griffith AORC event attracted 36 competitors, which is a typical attendance. It would appear that there are several cars that are either not finished, or not ready to run, but when they are an improvement is hoped for.

The licensing procedures have been accepted and implemented in NSW.

He noted that there were some concerns in relation to the cost of the sport, which is of particular concern for new competitors and "once a year" competitors.

Queensland

Mr Svenson reported that the first event at Dolby had been cancelled due to a property being unusable. Mr Svenson had been informed that event entry numbers were up and testing sessions had been well attended.

It had originally been intended that there be eight State Championship events during 2002, including short course events, but only five events are to occur with a view to ensuring that those events that are run are well supported.

Although objections had been received in relation to the requirement for CAMS manuals for all licence holders it would appear that the increase in fees has been accepted by most without complaint.

The QLD Panel minutes are now available electronically (via e-mail). Mr Paterson has requested that all State Panel minutes be placed on the Off Road website for availability to everyone. It would appear that the NSW minutes are not presently prepared electronically. It was requested that the NSW panel fax a copy of the latest minutes to the website administrators.

2. MINUTES OF THE PREVIOUS MEETINGS

2.1 Meeting of 13th –14th October 2001

OR957 *It was MOVED (Svenson/Farthing) that*

The minutes of the National Off Road Committee meeting of 13–14 October 2001 be accepted as presented as a true and accurate of that meeting provided that the word Springfield at item 4.1.1 be amended to read Swanbank.

Carried (6/0/0)

Secretary's Note: It has been noted that some early copies of the previous minutes contained the word Springfield rather than Swanbank in item 4.1.1. This was rectified and the word Swanbank is now reflected in the minutes on the Off Road Website.

2.2 Decisions between meetings

The commission reconfirmed its decisions taken between meetings:

1. that the 2002 AORC may incorporate four section events

2. that Andy Clark be inducted into the Off Road Hall of Fame. This is an extraordinary induction, and does not affect the normal induction process.

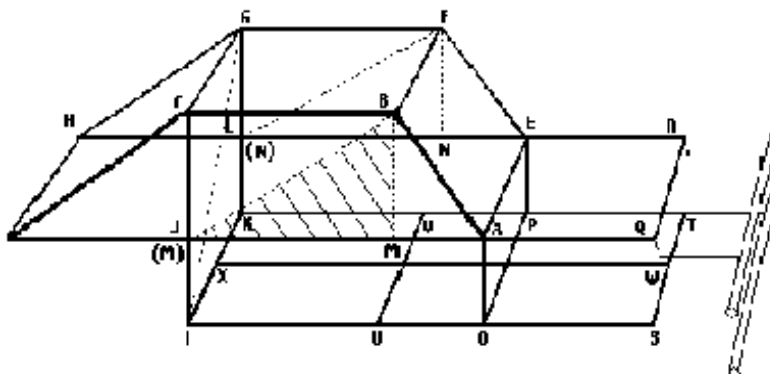
3. MATTERS ARISING FROM PREVIOUS MEETINGS

3.1 Rollover Protection

As foreshadowed in the minutes of the last meeting of the National Off Road Committee, Mr Chadburn tabled the revised diagram for buggy tube frames detailing further reinforcement vertically for the front leg/roof spreader bar for vehicles with a dimension over 700mm between points C and B on Diagram 1 below. This shall be positioned between the dotted lines M – B and (M) – B.

It was agreed that the content of the diagram shall be incorporated into the 2003 CAMS Manual of Motor Sport.

Diagram 1



ACTION: CA & AP

3.2 Judicial Procedures

Mr Paterson has not proceeded with the suggested education package as he felt that most competitors would not read the supplied information. It was also felt that the Competitor Relations Officer/s, and Stewards where appropriate, would be of more assistance.

It was agreed that the educational package is not to be pursued.

3.3 Seat – Classes 4 & 9

The Commission noted that the 2002 Manual of Motor Sport, AORC Sporting Regulations, Article 7 – Crews (p12-10) had been amended to allow the use of Class 4 vehicles fitted with only one seat in long course off road events.

3.4 AORC Point Score Structure

It was recognised by AORCom that a number of minor changes have been made to the wording in the CAMS Manual, AORC Sporting Regulations, Article 13.2, Class Champion (p12-11).

3.5 Brake Lines

Responding to a request for clarification in relation to copper brake lines, Mr Chadburn provided further information in relation to “copper/nickel” tubing suitable for brake line applications. This material provides increased protection against corrosion, a desirable property in an off road vehicle.

Information from PBR indicates that they market a copper/nickel product manufactured to meet the specifications of SAEJ1047, the standard for hydraulic braking systems (part numbers T109-C (3/16”), T710-C (1/4”) and others of lesser relevance). The tube is bronze in colour and non-magnetic.

It was agreed in principle that such tube should be acceptable, however, it was noted that a specification sheet is to be available from the manufacturer soon and should be examined prior to approval.

ACTION: DC

3.6 Roof Fins

AORCom noted that the wording of GR29 (p12-20) of the 2002 CAMS Manual was amended to make it quite clear that the base of the roof fin could be no lower than the roof at its highest point.

3.7 Roofs on Buggies

The Secretary noted to the Commission that the amendment to GR13 (p12-18) in the 2002 CAMS Manual makes reference only to the front hoop of the rollover protection, not to “any part” of the rollover protection. The Commission, to add to the amendment, made the motion:

OR958 It was moved (Svenson/Chadburn) that

GR13 (p12-18) in the 2002 CAMS Manual be amended to read as follows

*“The drilling of holes in **any part** ~~the front hoop~~ of the rollover protection **structure** to facilitate the mounting of the roof is not permitted.”*

CARRIED (6/0/0)

3.8 Off Road Logo

Mr Owen was not in a position to table a sample logo at the meeting due to his absence. Mr Murray Rogers showed the current Off Road logo on overhead and it was agreed that an updated version is required. Mr Svenson will make enquiries with Mr Randall Kilner and Mr David Ellsworth concerning the introduction of a new Off Road logo.

ACTION: LS & MF

3.9 Noise Level Readings

Mr Paterson advised that he had made enquiries with Mr Barry Habgood (Australian Rally Championship Technical Commissioner) about the use of “static noise testing”. As a result of this, Mr Paterson reported that static testing resulted in inconsistent readings, compared to the perceived noise output.

It was agreed that the best available method was the drive by test.

Therefore AORCom resolved that for the Australian Off Road Championship, and other events where a suitable noise meter is available:

Noise testing shall be carried out with an approved noise meter. The test position shall be at a position of 90 degrees to the line of the track and 30 meters from the edge of the defined track. Prior to testing, the meter shall be calibrated utilising the inbuilt feature of the meter.

Testing shall be carried out during Prologue, at a point on the track where cars are under the maximum acceleration. Entrants of cars found to exceed 95 dB(A) will be notified. Cars will be tested again during competition. The place of testing may not be the same as the Prologue.

The Log Books of cars found to exceed 95 dB(A) for the second time at any event will be noted for noise level to meet the required limit by the next event. The entrant of any vehicle which does not subsequently meet the required limit shall be referred to the Stewards of the meeting.

3.10 Wet Weather Gear

AORCom noted that the amendments to the Standing Regulations in relation to the use of wet weather apparel. It was necessary to impress upon organisers, scrutineers etc, that during wet weather at any event the use of inappropriate apparel was not permitted. This was also highlighted in the CAMS Magazine Summer edition.

Mr Chadburn also noted that the “or” that was amended in 3.5, Attire of the Standing Regulations the 2002 Manual is not visible enough due to the shading that has been applied. This will be changed in the 2003 Manual.

ACTION: CA & AP

3.11 Class Structure/Pro-class

AORCom examined the proposal to introduce what had been nominally referred to as the “Pro Class” in the AORC. The rationale of this had been to separate out the new, high technology (and thus expensive) vehicles in the buggy classes. This would provide the opportunity for others to feature in class results and also the Australian Off Road Classes Championship.

Mr Chadburn advised that a survey had been conducted in NSW, the results of which indicated that competitors were looking for stability in the class structure. It was noted that there was some desire not to increase the number of classes. Mr Chadburn stated that the NSW Panel was of the opinion that the class structure was appropriate and should not be altered further at this time.

AORCom was not moved to make any recommendation on the matter.

Mr Svenson suggested that it may be appropriate for AORRA to pursue the matter with clubs if they feel the suggestion has merit. He will raise the matter with AORRA.

ACTION: LS

3.12 Log Book Photographs

Following some discussion where it was evident that AORCom desired accurate photographs of vehicles in log books, it was resolved that the Secretary will place a reminder to that effect in the next CAMS Magazine.

All Log Book photos should be of the actual vehicle and not a representation of the vehicle. If a photo is not current to the vehicle, then a note should be placed in the vehicle logbook for it to be amended before the competitors' next event.

The issue of chassis numbers will also be addressed in the magazine. It is recommended that the chassis number be placed on the main roll bar, be easily visible, and applied in a place that is not prone to damage

ACTION: CA

3.13 Rear Protection of Classes 4 & 5

Mr Erceg informed the Commission that there is a potential risk to damage to fuel tanks in some class 4 and 5 vehicles in a rear impact situation. It was noted by AORCom that this has not been a problem thus far, but all agreed that the proposed diagram should be implemented to reduce the risk of fuel tank damage, and subsequent fire.

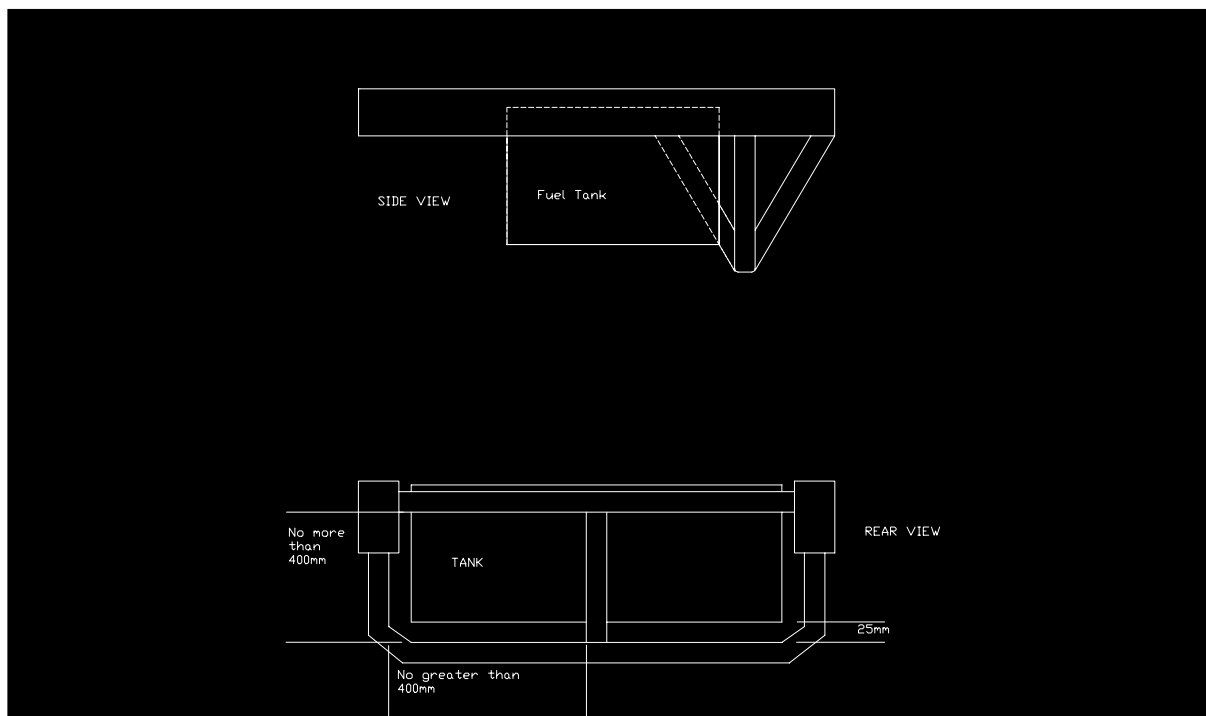
OR959 *It was MOVED (Erceg/Innes) that*

The diagram below be added to GR9 (p12-17) together with the statement:

“Where fuel tanks are exposed to rearward impact, in any class of vehicle, and not protected by chassis structure, they are to fit a protection structure in accordance with the following diagram.

Steel Tubing of dimensions no less than 25mm x 2.5mm, or 30mm x 1.6mm shall be used in the construction of the protection structure”.

CARRIED 6/0/0



ACTION: CA & AP

3.14 Hall of Fame

AORCom noted that the Late Bill Eames (Vic) and Mr Max Jackman (Vic) were inducted into the Off Road Hall of Fame for 2001 and that Mr Andy Clark shall be an extraordinary inductee for 2002.

3.15 Off Road Finances

Mr Paterson reported on this subject. The projected target income for this year looks like being obtained. After being confronted with a substantial loss for the Off Road Division last year, the question of what can be done to arrest the problem was asked. After much deliberation, the main areas that could be addressed were licence and permit fees.

The Commission has agreed to make an effort to conserve costs wherever possible to limit the raising of fees, although this will be difficult due to rises in various costs such as airfares (collapse of Ansett), travel and in the future, particularly insurance.

Mr Paterson suggested that sponsorship might need to be sought for State and National events. The issue of increased participation was discussed, and whilst the most desirable solution, this will take time and a concerted effort.

The percentage of insurance claims as shown on the reports from the CAMS Finance Department confirmed to the Commission that Off Road has a good record in relation to insurance claims. It was noted that AORCom accepts these figures to be an accurate representation of the Off Roding's claims history.

Mr Paterson will work with Scott Miller (CAMS Finance Manager) to determine plans concerning future costs.

A large amount of time was spent on this subject and AORCom will do everything in its power to assist CAMS in the administration of this issue.

4. AUSTRALIAN OFF ROAD CHAMPIONSHIP

4.1 Review of AORC Sporting Regulations and requirements – including:

4.1.1 Reconnaissance

Mr Paterson informed that Commission that Round 1 of the AORC was granted dispensation to provide reconnaissance on the Friday of the event, as it was unable to comply with current AORC sporting regulations. This was due to the fact that the organisers were providing a different event format with a view to attract more competitors to the event.

It was discussed at length whether event organisers should be given the opportunity to arrange reconnaissance on a day other than Saturday. Many points were raised both for and against the change. It was agreed by all that the Commission had to consider competitor requirements concerning time available to attend events and leave from work. It was also agreed that event organisers must conform to the AORC regulations.

OR960 It was *MOVED* (Erceg/Farthing) that

Article 4.11 (p12-10) of the Australian off Road Championship Sporting Regulations be amended to read as follows:

*“.....to undertake reconnaissance of the entire course, and the prologue course, ~~on the Saturday of the event~~ **within 48 hours of the start** of the event.”*

CARRIED 3/1/2

4.1.2 Cars allowed in reconnaissance

It was discussed that the AORC Sporting Regulations allow for competition cars to be used in the reconnaissance. AORC 1 was unable to comply, as it could not gain permission to have the roads closed on the Friday. Mr Paterson informed the Commission that a significant proportion of competitors did not have possession of a 4WD in which to complete reconnaissance, which would be required if competition cars were disallowed.

Mr Chadburn raised the issue of perception of the course from a 4WD during reconnaissance differing to that of a competition car, even though they would be traversing the course at the same speeds. It was agreed that organisers must strictly observe this aspect of the Sporting Regulations.

5. OFF ROAD CODE

No Agenda items were submitted.

6. OFF ROAD VEHICLES

6.1 Engine Capacity

Mr Farthing presented a proposal from Mr Villanova in relation to engine capacities of Off Road Vehicles. It was proposed that the engine capacity be increased to 8 litres, with a view to attracting newcomers to the sport of Off Road racing.

Mr Farthing reported that it was now cheaper to purchase a standard large capacity engine rather than building a highly tuned smaller capacity engine. Mr Chadburn informed AORCom that the NSW Off Road Panel had discussed the raising of the engine capacity and voted in favour of the change.

Mr Svenson advised the Commission that a bigger engine capacity would not reduce costs to the competitor, and potentially increase them, due to wear and tear on other areas of a vehicle, the likelihood that the engines would be modified at some stage (thus raising costs) and particularly the need for stronger transmission components.

The Secretary also raised the question of Risk Management. There would be the potential for increased performance levels with larger capacity engines.

OR961 *It was MOVED (Farthing/Chadburn) that
The maximum engine capacity be raised to 8000cc.
LOST (2/4/0)*

Mr Chadburn suggested that a lesser increase be considered.

OR962 *It was MOVED (Chadburn/Farthing) that
The maximum engine capacity be raised to 6600cc.
LOST (2/4/0)*

The Commission agreed that the matter had now been examined thoroughly and was now certain that there was no future potential for an increased capacity limit.

6.2 Height of Headrests

Mr Williams raised the issue of the height of headrests in off road vehicles. He had observed that heights of headrests varied with some actually fitted below the rear of the helmet, which was undesirable. It was recommended that the General Requirements for Off Road Vehicles be amended to specify the *height* of headrests.

OR963 *It was MOVED (Bailey/Innes) that
Article GR12 of the General Requirements for Off Road Vehicles (p12-17) be amended to read as follows:*

*“.....in the normal position, the **top of the restraint or seat shall be no lower than the centre of the helmet and no further than 50mm from the helmet.**”*

CARRIED (6/0/0)

An accompanying diagram shall be developed to depict the requirement.

This requirement shall be effective immediately upon issue of a bulletin.

ACTION: CA & AP

6.3 Fuel Lines

Mr Paterson informed the Commission that a competitor had raised the issue that certain fuels had negative affects on fuel lines. It was suggested by a competitor therefore that AVGAS should be permitted.

Experience shows that this problem may occur in isolated cases, particularly where lower quality lines were in use. However, given that these fuels were approved for use in road vehicles, this was not considered cause to revert to the use of AVGAS by AORCom.

It is recommended that all competitors inspect their fuel lines for signs of deterioration as part of their normal maintenance schedules and, where necessary, replace the fuel lines.

6.4 Safety Harnesses

There was much discussion in relation to this subject.

The Secretary reported that the most commonly used seat belts in Off Road events (those to SFI 16.1) only have a two-year life span on the webbing from the date of manufacture. This is indicated on a label sewn into the webbing of such belts. Once this date is passed, the SFI standard requires that the belts be returned to the original manufacturer for re-webbing.

Often a significant portion of these belts life span is spent either in transit or possibly on a store shelf. Another problem is that the manufacturers of most of these belts are based in the USA, which adds a major expense for re-webbing.

Peter Lawrence, CAMS Manager Technical Services, has attempted to contact the SFI Foundation, but at the time of the meeting has not received any response.

The Commission has recognised the need to put together a working group to explore every possibility in reducing the costs to competitors. The sub committee will consist of:

Mr Andy Brown, Mr Morrie Williams, Mr Brett Price and (if available) Mr Peter Bready.

This committee will explore the viability of incorporating the Australian Standards to allow for further life of the SFI 16.1 belts. Also, it will investigate the possibility of an Australian manufacturer supplying a belt of the same specification. AORCom is dedicated to resolving the situation for the benefit of the sport. The sub committee will report in the future.

Secretary's note: An Australian manufacturer of SFI standard seat belts has been identified: Aerospec Racing Products. ph 07 3801 2330.

6.5 Windscreen Bars

Mr Farthing submitted a proposal from Mr Alistair Colley for approval on the fitting of a diagonal windscreen bar, or "Larry Bar" as it is sometimes referred to, to be incorporated into buggy frames. The Commission noted that this proposal would make it mandatory for a diagonal or "Larry Bar" to be installed into all buggies.

Mr Chadburn stated that the NSW Off Road panel had discussed this issue and emphasised that it should be an optional extra to vehicle owners. As such if anyone were to add a diagonal, or "Larry Bar" as it is commonly referred to, in class 1,2,3,6 or 9, AORCom would deem that bar an additional brace according to the standards.

It was **RESOLVED** that the diagonal windscreen brace be considered a permitted additional brace in classes 1, 2, 3, 6 & 9 provided that there were at least two separate exit points from the vehicle.

It was noted that there are several class 4 vehicles which have these bars fitted, which are not in compliance with Schedule J of the CAMS Manual. As the integrity of Schedule J will need to be protected, if AORCom wishes to see these bars continue in use it is likely that a specification for a frame/roll over protection will need to be developed for Class 4 in a similar manner to that in place for the buggy classes.

ACTION: CA

6.6 Fuel Availability

There was some discussion relating to the supply of fuels and issues surrounding transportation. It was agreed that with some forethought supply difficulties and issues with civil legislation could be surmounted.

ACTION: LS

6.7 Dust lights

Mr Ryan suggested to the commission that Off Road competitors should have the choice to fit vehicle dust lights with either a plug or switch enabling their operation so as to easily comply with civil regulations. This is particularly an issue for vehicles that are road registered. Presently the regulations only allow plug in dust lights that are not in reach of the driver or navigator.

Whilst appreciating the issue, there was some concern that a switch may enable competitors to turn the lights on and off during competition which could be a hazard. Civil regulations could be complied with by simply unplugging the light.

AORCom were not moved to make a change at this time.

6.8 Roll Over Protection – Printing Error

Mr Chadburn reported that section (i) of GR18, Rollover Protection, of the General Requirements for Off Road Vehicles, has a printing error that needs to be corrected. The Secretary and Mr Power have been asked to rectify the error.

ACTION: CA & AP

6.9 GR9 Chassis/Frame

Mr Chadburn informed the Commission that the Centre Chassis Rail within the diagram in the General Requirements for Off Road Vehicles, section GR9 (p12-17), should not be required for Class 9 vehicles.

With the smaller vehicles it was contended that this bar provides no extra reinforcement to the vehicle and thus serves no purpose. Mr Paterson recognised that this may be the case, but at this time engineers report had been provided to support this.

Mr Paterson recommended that the matter be reconsidered upon provision of the appropriate engineers report.

ACTION: DC

It was noted that there may be some issues in relation to the frame regulations under which older vehicles should run. The secretary will investigate.

ACTION: CA

6.10 Seating Position - Class 9

Mr Chadburn reported that a competitor had requested clarification if it was permitted to build a vehicle with an offset seating position for Class 9.

Mr Paterson informed Mr Chadburn that the competitor would need to forward a complete proposal, but it would appear certain that such a suggestion is contrary to the Class 9 Regulations.

6.11 SR5.2 & 5.3– Coachwork, Frames and Chassis

Mr Farthing requested a clarification be made in relation to what was permitted/intended to be removed from the lower parts of the front and rear coachwork. This was in relation to whether the area can be cut in a diagonal fashion, or whether material must be removed horizontally.

Mr Paterson suggested that a request be sent to the Eligibility Committee for clarification on this issue.

7 GENERAL BUSINESS

7.1 Insurance

7.1.1 Claims by type of claim and by discipline

Mr Paterson will meet with Scott Miller (CAMS Finance Manager) to undertake further research in this area.

ACTION: JP

7.1.2 Projected increase in fees for 2003

Mr Paterson stated that the Off Road community should prepare itself for a dramatic rise in insurance fees. This rise is projected due to recent world and national events and trends seen in the insurance market. This unfortunate increase will affect fees and put more pressure on the Commission to raise funds.

It was suggested by Mr Paterson that all Off Road clubs (and other non-profit sporting clubs) write to local Governments expressing the need to legislate to protect the community against excessive litigation and resulting payouts, which would likely, limit rises in insurance costs. This issue is to be closely monitored in the future.

Secretary's note: this item was examined prior to, and without knowledge of, Bulletin B02/45.

7.2 New Licence Procedures

Mr Paterson advised that he had contacted Ms Phyl Stuckey, CAMS Manager of Member Services. The difficulties encountered with the new licensing procedures were noted, particularly with the implementation of the licence lectures and OLTs. It was recognised that some delays in issuing licences had resulted.

It was understood that CAMS Member Services and State Offices had been co-operating to make the best of a difficult situation, which was improving gradually.

There was some discussion in relation to the point at which an experienced driver should be required to undertake re-testing:

OR964 It was MOVED (Svenson/Innes) that

In order to renew an off road competition licence, competitors who have not held a licence for more than 2 years (24 months) must complete a licence lecture and observed licence test.

CARRIED (6/0/0)

To ease the burden on Stewards, Mr Paterson suggested that State Panels nominate a panel of approximately six well-known and respected current competitors to act as observers at Observed Licence Tests (OLT). In their absence, the Event Director shall assume or delegate that responsibility.

The Secretary will look into producing and providing criteria to assist this process. Mr Erceg also suggested that where they are being provided, that event organisers place OLT times in the Supplementary Regulations so all competitors are aware.

AORCom noted that sometimes competitors had not yet received their CAMS Manuals at the time of their lecture, and that lecturers should ensure that there are sufficient copies of the CAMS Manuals for all attendees to have access to during the lecture. There had been some suggestions for improvement in the lecture notes, which the Secretary will include.

It was noted that some members of the rallying fraternity had queried the decision of the then NORC in relation to the requirement only for new competitors to undertake the lecture rather than all competitors as required in rallying.

AORCom noted the relative claims histories between the two disciplines, the civil licensing system which does not require such re-testing, the imposition on members, volunteers and CAMS that would result, and the decision to require any competitors who have not held a licence for 2 years to undertake a lecture, all of which were considered to justify the current position.

ACTION: CA

7.3 The Officiating Program – Are we ready for 2003?

It has been reported that the National Officiating Program will incorporate compulsory accreditation for officials from 2003, with the endorsement of the CAMS Board.

Whilst this is true that some officials shall require accreditation in 2003 it does not apply to all. Event Control Officials (ie Directors) and Stewards were amongst those known to be affected in 2003.*

Mr Paterson raised the issue of recognition of prior learning and its applicability to accrediting experienced officials. Mr Andrea advised that this is currently under consideration by the National Officiating Committee and there may be an opportunity for officials with experience to be granted 12 months in which to complete the appropriate courses. This is however yet to be confirmed.

There was some concern expressed by AORCom as to how this would affect those officials that are co-opted to perform tasks such as road closures on the day of an event, and particularly how the requirement for supervision of trainee officials would apply under such circumstances.

Furthermore it was felt that many clubs had not made contingency plans to ensure their officials were appropriately accredited. Clubs are well advised to contact their state offices to ensure that they are aware of upcoming courses.

Mr Paterson requested that further information be sought from the National Officiating Committee as to how these requirements will apply to Off Road competition.

**Secretary's note: Refer attachment re accreditation schedule.*

ACTION: CA

7.4 Ambulance Service – S.A. events

Mr Erceg put forward a letter from Mr. Ian Curwen-Walker (Secretary of the South Australian Off Road Advisory Panel) with a proposal of using St Johns Ambulance Clinic Car to attend Prologue at Round 2 of the South Australian Off Road Championship, and a round of the Jap Dismantlers Multi-Club Trophy Event. The event organisers wish to cut costs by using St Johns Ambulance personnel at Prologue on Saturday, and the South Australian Ambulance Service for the event on Sunday.

If this were to be permitted, the required transportation as stated in the Medical Services/Requirements, Section 2A, Specific Requirements (p2-17) of the CAMS Manual would not be available. Mr Paterson noted that some events in NSW used private ambulance companies but had the use of a Medivac helicopter as the required medical transport if necessary.

Costs were not considered to be a reason that could be taken into account in this situation.

7.5 Single Event Off Road Licence

The Level 2 Single Event licence is no longer applicable to Off Road Racing due to the new requirement for an Off Road Licence to be held by all competitors.

AORCom feels it is imperative to provide the opportunity for people to participate in a competitive event as a navigator at a reduced cost. A very significant proportion of long term off road competitors got their start as a navigator, and it is believed that to have a tool to facilitate that introductory process would generate new competitors. AORCom is keen to see its income base expand, and one means of doing so is to increase the number of competitors. It is hoped that the implementation of a single event licence will assist with that aim.

The cost of the licence was considered at length. After some debate, it was agreed that the \$50 fee would not provide a major deterrent to first time competitors and

also that this fee would mean that the competitor would be better off applying for a 'full' licence after only 3 events.

A competitor briefing would be required, and this would cover the safety aspects of the normal lecture (such as meanings of course markings), thereby addressing duty of care issues. Due to the requirements for Lectures and OLT's it is recognised that the licence cannot be applicable to drivers.

The level of event for which the licence would apply was also considered in depth. AORCom was of the opinion that the level of event was not relevant. The navigator would be required to undertake the same task no matter the level of event. There has often been a need to licence navigators at short notice for all levels of events.

OR965 It was MOVED (Erceg/Innes) that

A Single Event Off Road Navigator Only Licence to be known as the O3N SE be approved, with the following conditions:

- 1. That the single event licence be valid for navigators only;*
- 2. That the holder be required to be briefed by the Event Director, but not be required to undertake the full lecture;*
- 3. That the licence only be issued on the day of the event, by the event secretary specifically for that event;*
- 4. That the cost be \$50;*
- 5. That the licence apply to any level of event;*
- 6. That there be no restriction on the number of licences issued to any one competitor;*
- 7. That the applicant be required to complete a medical declaration;*
- 8. That when upgrading to a "full" Off Road Licence, the competitor is required to complete the OR lecture and OLT (if applicable), but is only required to pay the difference between the cost of the last O3N SE licence held and the 'full' Off Road Licence (i.e. O3 or O3N).*

CARRIED (6/0/0)

7.6 Dual Status events

It was noted that there had been an expectation of some competitors in the State Championship only segment of the Griffith round of the Australian Off Road Championship that it would be acceptable for them to nominate to continue in the second days activities (and thus the Australian Championship) *following* the successful completion of the State Championship portion of the event.

It was agreed that in accordance with the National Competition Rules, all entries in the Australian Championship portion of any AORC event must be nominated on the entry form *prior* to the closing date of entries and be accompanied by the appropriate entry fee.

AORCom felt that it had provided what it had agreed to in providing the possibility of dual status events.

7.7 Finke Desert Race Supplementary Regulations

It has been brought to the attention of AORCom that the Finke Desert Race (FDR) has not yet provided information on reconnaissance. It was also noted that FDR has not allowed for competitors to start Section Two (2) of the event if they withdrew or did not finish Section One (1).

Mr Paterson will draft appropriate wording to be placed in the AORC Sporting Regulations that will allow for organisers to determine the starting position in the next section for a vehicle that did not finish or withdrew from the previous section. AORCom will conduct an e-mail vote when the addition is complete.

ACTION: JP

7.8 Off Road Safety Committee

It was suggested to the Commission that AORCom look at heading in the same direction as ARCom (Australian Rally Commission) in the way of introducing a "Safety" Committee/Risk Management Working Group.

Mr Paterson noted that the AORCom is presently able to handle the volume of safety issues before it, particularly as others do not have the same level of issues before it that Rally has. As such, it was considered that a specific safety committee was at this time unnecessary. However, if it becomes evident that more focus on safety is necessary, AORCom will reconsider its position.

7.9 CAMS Manual

Mr Innes reported that the issue had been raised of the number of manuals in a household. Some households have 3-4 manuals, with one example from Mr Bailey expressing that there were five manuals in one house. In some cases though, there was more than one vehicle in a household, therefore requiring more than one manual. It was recommended that AORCom wait to see what suggestions or solutions the Board of CAMS would come up with for 2003.

7.10 Lighting – GR24

Mr Chadburn proposed that the word *clear* be added to a sentence in GR24 (p12-20) of the General Requirements for Off Road vehicles.

OR966 *It was MOVED (Chadburn/_____) that*

Article GR24 of the General Requirements for Off Road Vehicles (p12-20) of the CAMS Manual be amended to read as follows:

*"The use of at least one **clear** headlamp will facilitate overtaking in dusty conditions."*

Motion lapsed for want of a seconder.

Mr Chadburn was requested to take this issue back to NSW State Panel to produce a full recommendation inclusive of the rationale for the change for AORCom to consider at the next meeting.

ACTION: DC

7.11 O3J Junior Off Road Licence

Mr Chadburn noted to the commission that the O3J Junior Off Road licence did not specifically allow for juniors who wish to be navigators only, and thus not needing to undertake the Observed Licence Test, only the lecture.

OR967 It was MOVED (Chadburn/Bailey) that

An O3 Junior Navigator Off Road competition licence be implemented.

CARRIED (6/0/0)

7.12 O3S Stadium Licence

The issue of stadium drivers being required to undergo a medical assessment prior to being issued with a competition licence was briefly discussed. This requirement appeared inconsistent with the requirements for other off road competitors.

It was suggested that if the State Panel wish to have the matter examined further, that a proposal be put forward to AORCom for review at the next meeting.

7.13 Fuel Testing

Mr Svenson advised, that should the testing procedure utilised at Griffith continue, a relatively small number of vehicles would be tested. Further, he suggested that it may be desirable for more tests to be undertaken in this first year of compulsory use of commercial fuels. It was suggested that the winner in each class plus three vehicles at random should be tested.

The issue of cost was raised, as it is approximately \$50.00 to complete a fuel test under Test Procedure B of Schedule G for each vehicle, the suggested changes would raise the fuel testing costs substantially, and given the need to restrain costs this was seen to be unnecessary unless circumstances appear to warrant additional testing.

Fuel testing shall continue to be carried out throughout the year on a regular basis. It may be conducted under the procedure already established at Griffith, or another method at the discretion of the Technical Commissioner, Chief Scrutineer or AORCom. It was noted that testing might also be undertaken at events other than the Australian Championship.

8 CLOSE

8.1 Date of Next Meeting

The date of the next meeting was decided at the previous meeting. It was confirmed that the next meeting of the Australian Off Road Commission shall be held 21-22 September 2002.

8.2 Close of Meeting

There being no further business, the Chairman declared the meeting closed at 1515hrs and thanked members for their contributions.

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 JG Paterson
 Chairman

.....
 Date

<p>Distribution: Board of CAMS CEO State Managers</p>	<p>Australian Off Road Commission State Off Road Panel Chairmen AORC Event Organisers</p>	<p>A Denney M Williams Off Road Oriented Clubs</p>
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CA:ap-050
 Off Road/Meetings
 11th April 2002

COMPULSORY ACCREDITATION OF CAMS OFFICIALS

Category (Code)	Target Date
Steward (B)	1 st January 2003
General Competition Area (U)	1 st January 2003
Event Command (C)	1 st July 2003
Scrutineer (S)	1 st July 2003
Specialist (J)	1 st July 2003
Flag Marshal (F)	1 st January 2004
Fire & Rescue (E)	1 st January 2004
Event Administration (A)	1 st January 2004
Communication (O)	1 st January 2005
Timekeeper (T)	1 st January 2005
General Non-Competition Area (G)	1 st January 2005
Control Official (V)	1 st July 2005
Medical (D)	Non Compulsory
Paramedical (P)	Non Compulsory
Technical Commissioner (Q)	Already Compulsory
Course Presenter (L)	Already Compulsory

1. OFFICIALS GRADES

Officials working within CAMS National Officiating Program are licensed within five grades, which indicate their level of expertise and experience:

- **Trainee** – For new officials that have no motor sport officiating experience and require direct supervision
- **Grade 4** – Officials that have limited experience and must also work under supervision
- **Grade 3** – Capable of assuming a team leader role and taking responsibility for Grade 4s and Trainees
- **Grade 2** – Covers those senior officials capable of working as Chief Official at State or National events and Assistant Chief at major National and International events
- **Grade 1** – Covers those senior officials capable of working as Chief Official at major National and International events