



AUSTRALIAN OFF ROAD COMMISSION

Minutes of the meeting of the Australian Off Road
Commission
held at the CAMS National Office, Malvern East
Saturday 21 September 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:

Morrie Williams	Entire Meeting	
Peter Bready	Saturday 21 Sep	0945 - 1230 hrs
Rob Nethercote	Saturday 21 Sep	0945 - 1100 hrs
Scott Miller	Saturday 21 Sep	1100 - 1145 hrs

APOLOGIES: Andrew Ryan

The meeting commenced at 0945 hours.

The meeting concluded at 1730 hours

1. **OPENING**

The Chairman (Mr Paterson) welcomed all to the Australian Off Road Commission meeting. He then went on to introduce to the Commission the newly appointed CAMS Chief Executive Officer (CEO) Mr Rob Nethercote and CAMS Board member Mr Peter Bready.

Mr Nethercote conveyed his employment and motorsport background to the members and that although he has been unable to attend an off road event as yet, he is looking forward to getting the chance in the future.

Mr Bready suggested to the Commission that the appointment of Mr Nethercote was a positive step and that there should now be a feeling of increased confidence in the off road community towards CAMS. Also, the new appointments to the Board of CAMS have introduced new areas of expertise that should assist in many ways.

Mr Paterson informed the Commission that the Deputy Chairman Mr Laurie Svenson had been appointed the Deputy Chairman of the Queensland State Council and congratulated him on this achievement.

1.1 Additional Agenda Items

The following additional agenda items were accepted:

- a) Stadium Off Road Racing (Refer item 6.5)
- b) Off Road Contacts – CAMS Manual (6.6)
- c) Manuals in Household Update (6.7)
- d) Driver only Safety Group (6.8)
- e) Hall of Fame (6.9)
- f) Fuel Tanks (5.1)

1.2 Board Member's Report

Mr Marcovich reported that Mr Rob Nethercote has been appointed the new CEO of CAMS and has settled in to the position well. Two new Board members have also been appointed, Mr Bob Glindemann who was previously employed in the Shell motor racing fuel department, and Mr Kevin Moore who has motor sport marketing experience.

The CAMS Board together with management and representatives of the various Commissions and State Councils undertook a Strategic Planning meeting in July/August and this was seen by all to be extremely productive. A committee has been established to implement the strategic plan and will report to the board on a regular basis.

The Board has recommended that the finance/audit committee look into the issue of the number of CAMS Manuals required in a household and the viability of introducing a system of 1 manual to a 1 or 2 person household and 2 manuals to a 2 or 3 person households. Updates will be provided in the future.

The Board has also approved the introduction of the new Off Road Single Event Navigator licence and Mr Marcovich reported that the Board sees this as an advantage and positive step for Off Roading.

The Chairman thanked Mr Marcovich for his report.

1.3 State Report

The delegates reported on relevant issues affecting their state.

New South Wales

Mr Chadburn reported that NSW had increased the number of events from 6 to 9 events, which did appear to have had the effect of reducing the numbers of competitors at each event by approximately 30%.

With the opportunity to do national events, it appears that many competitors were focusing on these.

The NSW Panel will be meeting next weekend to decide on the state rounds for 2003.

Victoria

Mr Bailey reported that in Victoria it had been attempted to stage 3 State Championship rounds in 2002 however the first was cancelled. The other two events at Sea Lake and Mildura were both well supported.

There was an effort to locate another round to compensate for the cancelled event but there were no appropriate tracks available. Victoria will look to hold another 3 round Championship in 2003.

It was reported that a total of 14 events had been conducted and that there was generally a reasonable level of entries, despite some regular competitors supporting national events.

Tasmania

Mr Innes informed the Commission that there is still a core group of competitors that has attended events this year, which is seen as a positive due to the stability of competitor numbers. A total of 9 events have been conducted, although the State Panel is investigating the possibility of decreasing the number of events to improve entry numbers.

There have been some rumours in relation to a merger of the three clubs in Tasmania due to affiliation fees.

Fuel availability was an issue for Tasmania with the 98 octane unleaded petrol not yet available from service stations. Mr Innes has contacted a Tasmanian supplier that has advised him that they are able to supply 98 Octane fuel to Tasmanian competitors. He has suggested that if any competitor is unable to source fuel then they are more than welcome to contact him for details.

There are still complaints that CAMS licence renewal turnaround time is still excessive. Mr Nethercote indicated that 80% of the correctly completed renewals were actually processed and returned to members within 7 days. The main problem would appear to be that 40% of renewal forms that are received by CAMS were incorrectly completed.

South Australia/Northern Territory

Mr Erceg stated that 2002 has been a solid year and very positive for Off Roading in South Australia with a high of 73 entries and a low of 30 entries at 2 state round events and 5 multi club events.

Ms Phyl Stuckey (CAMS National Officiating Program and Member Services Manager) conducted a meeting with South Australian members educating them in relation to the National Officiating Program. This was well received by the members. A register of officials has been formed and has made the contacting and obtaining of officials much easier.

The state calendar is looking like having a similar structure in 2003, with 2 state events and 5 multi-club events to be held.

Western Australia

Mr Farthing reported that numbers in Western Australia had also risen from 2001 despite the difficulties experienced during the year (such as the seat belt situation).

There has been an acceptance in the rise in fees, as most members understood the insurance predicament.

There was a slow start to the implementation of the Officiating Program although now people are trying to 'get in early' before the rush.

Queensland

Mr Svenson conveyed that competitor numbers were up from 2001 though some event entry fees were seen by competitors to be rather high.

The Long and Short Course Championship are to amalgamate and become one Series in 2003.

The Australian Off Road Championship event at Goondiwindi to be held in October has obtained a major sponsor in Quickfit, therefore the event is to be called the Goondiwindi Quickfit 400. 19 other local sponsors have contributed while film crews will be attending the event to broadcast locally on television and also radio.

2. MINUTES OF THE PREVIOUS MEETINGS

2.1 Meeting of 13th -14th October 2001

OR968 It was moved (Innes/Farthing) that

The minutes of the Australian Off Road Commission meeting of 6-7 April 2002 be accepted as a true and accurate record of that meeting.

Carried (6/0/0)

2.2 Decisions between meetings

The Commission noted that there have been no decisions made between meetings.

2.3. MATTERS ARISING FROM PREVIOUS MEETINGS

2.3.1 Rollover Protection (Minute 3.1 of April meeting)

At the previous meeting Mr Chadburn tabled a revised diagram for buggy tube frames detailing further vertical reinforcement for the front leg/roof spreader bar.

A revised diagram is to be incorporated. However, Mr Peter Lawrence (CAMS Technical Services Manager) suggested, through Mr Andrea, that before implementation AORCom should discuss whether the bar in question should conform more with Drawing 253-17D (p6-28) of the CAMS manual - noting the differences between closed vehicle and buggy construction - of Schedule J in the CAMS manual for two reasons:

- This diagram reflects the FIA regulations, which are considered best practice.
- This provides similar levels of protection but does not restrict exit/extraction points from the vehicle as much, which may be desirable in an emergency.

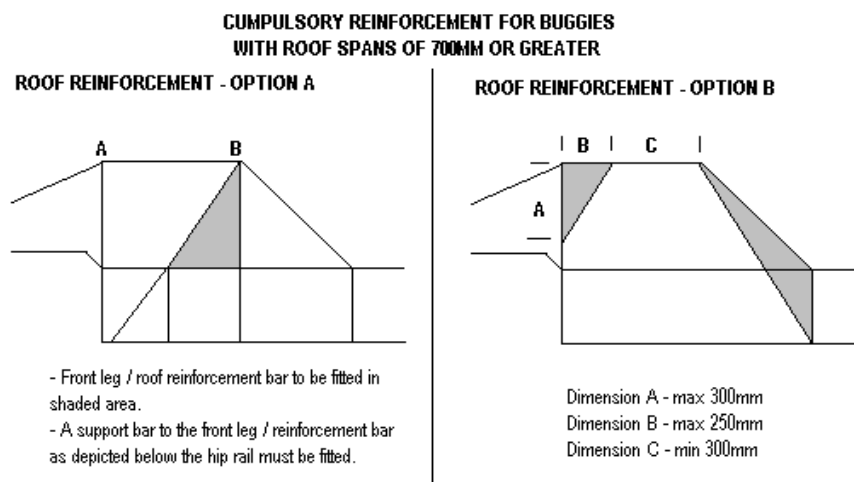
Mr Chadburn suggested that it would not necessarily be possible to implement the Schedule J diagram requirements in some buggies, depending upon their design.

Much discussion took place over the suggested requirement. It was finally decided that both diagrams would be incorporated into the 2003 CAMS manual, and competitors would be required to choose one or other of the specifications.

It was noted that vehicles still needed to comply with the requirement that at least two exit points are provided for.

OR969 It was moved (Svenson/Chadburn) that

The requirement for roof reinforcement be incorporated into the General Requirements for Off Road Vehicles, GR9 Chassis/Frame.



“In addition, all buggies with a span greater than 700mm between point A and point B of the diagram “Roof Reinforcement – Option A”, shall be fitted with reinforcing bars complying with either Option A or Option B above.

In the case of Option A, the reinforcing bar must join the hip rail no further than mid way between points A and B, nor shall it join the hip rail forward of the point vertically below point B.

There must be at least two separate exit points from the vehicle”

Carried (5/1/0)

ACTION: CA - AP

2.3.2 Brake Lines (Minute 3.5)

Mr Bready reported that there has been a submission of a recommendation to ban ‘copper’ brake lines from the beginning of 2003. Although the copper tubing is sometimes used, if it is not properly installed it can cause brake failure due to work hardening and cracking, which then creates a risk management issue.

This recommendation has now been examined by the Technical Committee, which has now agreed with Mr Bready's proposition and that Bundy (steel) tube shall be the only permitted material to be used if the recommendation is passed, save for some 5th Category Historic vehicles.

Mr Chadburn pointed out to Mr Bready that ‘copper-nickel’ brake line was introduced by manufacturers to replace the ‘copper’ brake line and if the correct tubing was used such as ‘copper-nickel’ it would not be subject to the same problems experienced with copper only lines.

One of the problems that the Technical Committee has identified with ‘copper’ and ‘copper nickel’ brake lines, Mr Bready conveyed, was that scrutineers could have trouble distinguishing the difference between the two. Mr Chadburn explained the differences between the two, one being bronze in colour and the other a bright copper (whilst new) also noting that in many cases brake lines on off road vehicles were painted as part of the bodywork or frame and therefore was indistinguishable to scrutineers.

AORCom agreed that further correspondence to the Technical Committee was in order and that they should be requested to specifically address off road's requirements and desire for a more corrosion resistant brake line.

OR970 It was moved (Chadburn/Farthing) that

A recommendation from AORCom be sent to the CAMS Technical Committee to reconsider the use of ‘copper nickel’ brake line tubing especially in the case of Off Road vehicles.

Carried (4/2/0)

ACTION: CA - AP

2.3.3 Off Road Logo (Minute 3.8)

Mr Svenson has not been in a position to enquire about a new Off Road logo, though it is seen as an issue that needs to be dealt with to raise the image of the sport.

It was agreed that a competition will be conducted on the Off Road Racing website requesting people to send in their proposed logos and an award will be given to the most appropriate and suited logo.

ACTION: LS

2.3.4 Wet Weather Gear (Minute 3.10)

It was noted that the "or" in Article 3.5, Attire of the Off Road Standing Regulations will be amended by the appropriate CAMS administration and will be rectified for 2003 as requested at the previous meeting.

2.3.5 Class Structure / Pro Class (Minute 3.11)

Mr Svenson informed AORCom that this issue was to be put to AORRA (Australian Off Road Racing Association) but the Association has not held a meeting since the Commission last met. It is scheduled for two weeks time and a report will be presented at the next AORCom meeting.

ACTION: LS

2.3.6 Log Book Photographs (Minute 3.12)

The Commission noted that the request to place a reminder in the CAMS Magazine that "all log book photos were to be of the actual vehicle and not a representation" and that "chassis numbers must be present on all vehicles".

This appeared in the Winter Edition of the CAMS Magazine.

2.3.7 Rear protection of Classes 4 & 5 (Minute 3.13)

Bulletin B02-60, it was noted, introduces a diagram concerning the rear protection structure on classes 4 & 5 to prevent the possibility of rupturing a fuel tank in a rear impact situation as motioned at the previous meeting.

2.3.8 Reconnaissance (Minute 4.1.1)

Due to the dispensation concerning reconnaissance at AORC 1 (Griffith) it was noted that the AORC Sporting Regulations were amended to allow for reconnaissance to be undertaken within 48 hours of the start of the event. This is reflected in Bulletin B02-55.

2.3.9 Height of Headrests (Minute 6.2)

It was noted that a diagram was developed and introduced in Bulletin B02-60 to amend GR12 of the General Requirements for Off Road Vehicles to specify the required height of headrests or seats.

2.3.10 Class 4 Windscreen Bars (Minute 6.5)

Having resolved at the last meeting 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.

Mr Lawrence has recommended that a similar requirement to Sports Sedan construction be applied, that being that up to the window line all tubing be considered as chassis, and above that the tubing be considered roll cage. He was of the opinion that vertical bars in the windscreen areas could be considered as an acceptable reinforcement bar for preventing the ingress of foreign objects, as opposed to diagonal bars.

It was suggested that in effect many class 4 vehicles are constructed in a similar manner to buggies. This however is complicated by those that are highly modified production vehicles. It was agreed that a diagram should be developed, similar to the buggy diagram, reflecting what is permitted for space frame and non-space frame construction class 4 vehicles.

2.3.11 Fuel (Minute 6.6)

a) Availability

AORCom discussed various issues relating to the availability of fuel.

Mr Svenson noted that the fuel availability was a problem regardless of the type of fuel permitted and had been an issue when AVGAS (Leaded Racing Fuel as it is now termed) was permissible. However, competitors had managed to deal with these effectively and would continue to do so. It was felt that AORRA should contact fuel companies and communicate further possibilities of improving the supply of fuel to competitors.

b) Diesel Fuel

Mr Farthing suggested that due to the rewriting of Schedule G for 2002, diesel fuel had been included as a separate fuel, distinct from "Commercial Fuel". The Off Road regulations relating to fuel had not taken this into account and it was agreed that this oversight should be corrected, as there may be the desire to utilise diesel powered commercial vehicles in off road competition.

OR971 It was moved (Farthing/Svenson) that

GR27, Fuel and Fuel Fittings of the General Requirements for Off Road Vehicles be amended to read as follows:

"GR27 FUEL AND FUEL FITTINGS

*Only Commercial Fuel **and Diesel Fuel** as defined in Schedule G may be used. The use of AVGAS, Leaded Racing Fuel and similar fuels is specifically prohibited.*

All fuel lines and hoses.....“

Carried (6/0/0)

ACTION: CA/AP

c) FIA Fuels

Mr Farthing presented a proposal from Mr Stephen Wilkinson of ELF Racing Fuels Pty Ltd which suggested that the Benzine levels in their FIA specification fuel is lower and thus better for health and the environment than the 'Commercial fuels' that are currently used, therefore their FIA Spec fuel should be allowed to be used in Off Road racing.

Provided in the proposal were the FIA Formula One fuel specifications and also the specification for a fuel named BFK07. The Formula One fuel specification is different to the FIA production car fuel specification utilised by CAMS (refer FIA Appendix J, Article 252.9). The BFK07 fuel appears not comply with this specification due to its MON rating.

The Commission was then informed that at least one presently available 98-octane commercial pump fuel specification lists the same level of Benzine as the other ELF fuels described in the proposal. That same fuel is well within the tolerances for both Benzene and Sulphur required by the FIA. Further, the Australian Fuel Quality Standards Act will shortly require all suppliers of fuel to provide fuel with lower levels of Benzine and other ingredients.

Given that similar fuels are available within the present requirements, AORCom could not see any benefit in the proposal. AORCom was not moved to recommend a variation to the present requirement for the use of Commercial or Diesel fuels at this time on the basis of the reasons put forward in the proposal.

2.3.12 Roll Over Protection - Printing Error (Minute 6.8)

It was noted that a printing error in Section (i) of GR18, Roll Over Protection of the General Requirements for Off Road Vehicles in the CAMS manual will amended for 2003.

2.3.13 GR9 Chassis / Frame (Minute 6.9)

Mr Chadburn informed the Commission that the issue of the requirement of the centre chassis rail that had been raised at the previous meeting had not been followed up with engineer's report, as it was felt that some Class 9 frames had been homologated by CAMS without the centre chassis rail that is required under the General Requirements for Off Road Vehicles. This would seem to indicate that such construction had been considered and approved by engineers.

AORCom requested further information in relation to these vehicles.

It was suggested that perhaps as a result of an oversight, vehicles built prior to the implementation of the regulated tubes for all buggies might not comply with the regulations as they are now written, but it there was clearly no intention to prevent them from continuing in competition.

A recommendation was put to the Commission that a similar provision be adapted to that found in Schedule J relating to supersede rollover protection.

OR972 *It was moved (Chadburn/Erceg) that*

An addition be introduced to GR9 of the General Requirements for Off Road Vehicles in Section 12 of the CAMS manual.

“Buggies which are subject of a CAMS log book issued prior to 31 December 1997 may continue in competition provided they remain in conformity with the regulations that were in force up to that date.”

Carried (6/0/0)

ACTION: CA/AP

2.3.14 Insurance Claims by Type and Discipline (Minute 7.1.1)

Mr Paterson met with Mr Scott Miller (CAMS Finance Manager) prior to the Commission meeting and discussed the future for insurance in off roading.

Mr Miller advised Mr Paterson that it was hard at this point in time to predict costs for next year due to the state of the insurance market, although if the increase is in accordance with that budgeted, there should be no further increases in fees for insurance reasons.

2.3.15 Licence Procedures (Minute 7.2)

The issue of licence renewal requirements was raised.

It was seen by some to be an excessive requirement that competitors be expected to complete an Off Road Lecture and OLT (Observed Licence Test) if they had not renewed a licence for 2 years.

There was some discussion in relation to the issue and it was suggested by Mr Erceg that a previous licence holder should have to complete a lecture only if the competitor hasn't competed in 4 years.

OR973 *It was moved (Erceg/Innes) that:*

To renew an Off Road competition licence a competitor needs to complete an Off Road lecture only if he has not competed in the previous four (4) years.

Motion Lost (3/3/0)

Mr Chadburn then suggested that the previous motion had merit but that the timeline was extreme.

It was then suggested that a shorter timeline would be more appropriate although it was noted that rally licence procedures now required that a competitor complete a rally lecture if they have not competed in the previous four years. However, the Commission felt that a shorter time frame may be appropriate.

OR974 *It was moved (Chadburn/Erceg) that*

To renew an Off Road competition licence a competitor needs to complete an Off Road lecture if he has not competed in the previous two (2) years

Carried (6/0/0)

ACTION: CA/AP

2.3.16 The Officiating Program - Are we ready for 2003? (Minute 7.3)

There was some concern expressed that some elements of the off road community had not embraced the officiating program. Several types of officials will start to require official's licences before being permitted to perform the role from 2003 onward. (refer CAMS web site for timetable). It was noted that some states were more advanced than others in coming on board the officiating program.

There was also some discussion relating to the matrix of recommended licence grades as posted on the CAMS web site. Mr Bailey suggested that the requirement for Grade 1 officials would be difficult to comply with. He suggested that there are few people with enough qualifications in the sport of off roading to become a Grade 1 official and furthermore there are not enough national Off Road events to acquire the necessary experience. Another problem was that some officials were performing other duties at meetings, which would not give them the chance to advance to a higher lever of officiating (eg. the official may be the Scrutineer at an event, and thus not able to perform the role of director).

It was pointed out to the meeting that the listing posted on the CAMS website is a 'recommended' list of the licence grades and was aimed at providing guidance for those seeking to obtain a licence under the Practical Approach for Compulsory Accreditation (distributed to clubs as E News). Therefore the current Clerks of Course, Chief Stewards and Senior or Chief Officials should be able to apply for and receive a Grade 2 Officiating Licence, noting that this is the level required under the officiating program for national events.

However, it was encouraged that officials seek the highest level of licence for which they are eligible and also that they take into account the recommendation for the level at which they are likely to officiate.

The Commission was comfortable if this is the case, however, it has requested confirmation to that effect from the National Officiating Committee. Should that prove not to be the case, AORCom will seek a variation to the recommendations as they are presently listed.

Secretary's Note: It is recommended by the CAMS Officiating Department that officials who currently perform duties for which a licence will be required are advised to apply for accreditation as soon as possible. This can be done by either downloading the relevant information and application forms from the CAMS website (www.cams.com.au) or contacting the CAMS Officials Hotline on 1300 657 673.

2.3.17 Single Event Off Road Licences (Minute 7.5)

The secretary explained to the meeting that the Board of CAMS has accepted the recommendation to implement a Single Event Off Road Navigator Only licence.

However, the Board felt that the recommended cost was too low and that the licence should sell for \$60. The licence forms and is in the process of implementation and will be in place as soon as possible.

The Board of CAMS has requested that the usage of the licence be reviewed after 12 months from the available purchase date. A report will be presented at the AORCom meeting and the Board of CAMS late in 2003 which will reflect items such as the total number issued, the number taken out by individuals and also the transfer rate from single event licences to a 'full' Off Road Licence.

ACTION: CAMS ADMIN

2.3.18 AORC Sporting Regulations (Minute 7.7)

Concerns raised during the year relating to allowing vehicles to restart after failing to finish (DNF) a previous section prompted AORCom to consider the implementation of a regulation specifically addressing the matter.

Much discussion took place on whether the competitors should be seeded if this occurred, with some suggesting that a competitor could be placed at the rear of the field. Some concerns with safety had been discussed due to some faster vehicles having to deal with slower traffic and potentially excessive dust, which could increase the possibility of an incident.

It was then suggested that the Prologue seeding system be introduced for competitors who DNF a section, but are able to start a subsequent section. The data for this system has been recorded for many years and is seen as an accurate depiction of vehicle/driver speed.

OR975 It was moved (Svenson/Farthing) that

An addition be made to Article 4 – Events, of the Australian Off Road Championship Sporting Regulations

“4.12 Starting position after failing to finish a section: Competitors failing to finish a section may, upon application, be seeded. Seeding will be on the basis of the prologue seeding system. No competitor who has applied to be seeded may be seeded within the top 10 outright positions. Such starting position shall be approved by the Stewards of the meeting. There is no right of appeal against any decision with regard to seeding.”

Carried (5/1/0)

ACTION: CA/AP

2.3.19 GR24 - Lighting (Minute 7.10)

At the previous meeting Mr Chadburn motioned that the word 'clear' be added to Article GR24 - Lighting of the General Requirements for Off Road Vehicles. The motion lapsed for want of a seconder and it was suggested that Mr Chadburn return the proposal to the NSW State Panel to produce a full recommendation inclusive of the rationale for the change.

Mr Chadburn reported to the Commission that the NSW panel has stated that there is no longer an issue with this item and does not wish to take any further action.

3. AUSTRALIAN OFF ROAD CHAMPIONSHIP

3.1 Event Clashes

Mr Innes requested that the Commission discuss event clashes between AORC events and Cross Country Rallies such as the Australian Safari and the Mildura AORC event clash during 2002. He believes that there is some detriment to both types of events concerning entries etc. The meeting concluded that the organisers of these events should communicate in the initial stages of organising their events and work on the possibility of date changes etc.

Mr Andrea informed AORCom that there might be a clash between the Australian Safari and the proposed date for the Griffith AORC event for 2003 if both dates were approved.

Mr Paterson after speaking with Mr Ryan suggested there may be a possibility that the two events could amalgamate as the Safari travels through Griffith. It was pointed out to the Commission that there might be a problem concerning different Regulations for events, with one being an Off Road event and the other a Cross Country Rally.

The Commission concluded that contact should be made with Octagon (Australian Safari organisers) and the Griffith off Road Club to discuss options.

The AORC calendar dates will be discussed in item 3.4

3.2 Event Sections

Mr Svenson presented a proposal in which any event that has a break in one section become separate sections. Therefore it would become mandatory for one-section events that have a break in timing, regroup and become two sections.

Mr Svenson suggested that even if time only permits regrouping of vehicles by 20-minute groups a competitor may not be moved from the rear of the field to the front, but they still would be placed ahead of some slower vehicles. This could reduce the risk caused by slower vehicles creating dust and consequently reducing visibility for the quicker vehicles.

OR976 *It was moved (Svenson/Chadburn) that*

An addition be made to the Australian Off Road Championship Sporting Regulations that any event incorporating a break in the timing of competition shall be classified a multi section event and regroup rules shall apply.”

Lost (2/4/0)

Mr Erceg reported that there had been little, if any, concern expressed to him in the past and that traditionally some events had provided a 1-hour service break but still remained 1 section.

This brought up the question of whether a one-section event is a continuous event one where timing does not cease. The Commission discussed this at length and determined that a definition of a ‘section’ was required to be added to the Off Road Standing Regulations – Definitions.

OR977 *It was moved (Chadburn/Innes) that*

The following definition of a ‘Section’ be added to the Off Road Standing Regulations under Article 2:

“2.6 Section – The portion of time between the start and finish control”

Carried (6/0/0)

ACTION: AP/CA

Another issue that was raised was that in two section events, the start order after section one could be arranged in two different ways without causing any safety issues. It was suggested that the start order for section two could be based on either the event progressive results or the finishing order of section 1.

OR978 *It was moved (Chadburn/Erceg) that*

Article 13.2 Class Champion of the Australian Off Road Championship Sporting Regulations be amended to read as follows”

“Where an event is run in two sections, the allocation of class points will be as follows:

Sect 2 (Grid, based on (a) progressive results (preferable) or (b) finishing order of section 1. Class points only available).…….”

Carried (4/2/0)

ACTION: CA /AP

3.3 Prologue Jump Start Penalty

Mr Svenson made the suggestion to revise the penalty for a jumpstart at Prologue. It was reported that it is believed that the mandatory penalty places faster vehicles behind to many slower vehicles for the start of the first section.

Mr Svenson suggested that as an alternative an offending vehicle be penalised prologue position plus 5 places for a 2-3 second jump start, or even prologue position plus 10 places for a larger margin.

It was also suggested that the penalty of 5 prologue positions as well as a 5-minute penalty on the competition time rather than the 1-minute prologue penalty so the competitor actually starts the race at his/her normal position.

Following much discussion, the Commission as a whole felt that the penalty is appropriate as it stands.

3.4 AORC Calendar

Five applications to hold an event for the 2003 Australian Off Road Championship were presented to AORCom. Applications were received from Sea Lake (Sea Lake Off Road Club), Finke (Finke Desert Race Inc), Griffith (Griffith Off Road Club), Kempsey (Macleay Motor Sport Promotions) and Goondiwindi (Brisbane Sporting Car Club). All applications and dates were considered.

Mr Andy Ryan instigated a poll on the Off Road Racing website (www.offroadracing.com.au) requesting that competitors nominate which event they would like run at what time of the year. 13 responses were received and all votes were shown to the Commission and noted.

Mr Bailey revealed that the Sea Lake application was to be the 30th Anniversary for the event but this has caused clash of the dates with Finke Desert Race Inc. It was reported by Mr Paterson that Sea Lake has been a favourite of competitors but the Finke Desert Race was more high profile and that this year's event had proved a success. He further suggested that the Sea Lake event should be seriously considered.

Mr Paterson asked if it was possible for the Sea Lake event to change date but Mr Bailey advised that it would not be possible. The event is run on the same weekend (Queens Birthday weekend) every year and the organisers have access to the track only once per year, which unfortunately rules out a second event.

It was noted that Mildura (Sunraysia 500) would not be in a position to nominate for an event in 2003.

After much conversation concerning date changes for events, the Commission had agreed that there would be, at the moment, a four round series for 2003.

OR979 It was moved (Erceg/Innes) that

The following constitute the 2003 Australian Off Road Championship Calendar:

- | | |
|----------------------------|----------------------|
| <i>1. TBC</i> | <i>March/April*</i> |
| <i>2. Finke, NT</i> | <i>7-9 June</i> |
| <i>3. Kempsey, NSW</i> | <i>26-27 July</i> |
| <i>4. Griffith, NSW</i> | <i>30-31 August</i> |
| <i>5. Goondiwindi, QLD</i> | <i>18-19 October</i> |

** A promoter for an event to be held in the March/April period will be actively sought.*

Carried (4/2/0)

Further discussion surrounded the issue of how many rounds would count given the uncertain nature of the number of rounds.

OR980 It was moved (Farthing/Chadburn) that

Events to count toward the Australian Off Road Championship will be dependant upon the numbers of rounds conducted based on the following:

- 5 rounds conducted: competitor best 4 event results to count*
- 4 rounds conducted: competitor best 3 event results to count*
- 3 rounds conducted: all results to count*

Carried (5/0/1) Mr Svenson abstained

Due to the confirmation of only four AORC rounds it was advised that the Commission should actively seek interest for another round to be held in March/April. This will be advertised on the Off Road Racing website as a request for expressions of interest.

ACTION: CA/AP

3.5 Time Allowed For Prologue

Mr Bailey reported that one competitor did not complete reconnaissance at the Kempsey AORC event. The competitor believed that they were not provided enough time to do so and therefore this became a topic of much discussion via e-mail correspondence prior to the Commission meeting.

The Commission noted that the competitor had as much time as any other competitor to complete reconnaissance and could have managed their time better.

However, Mr Paterson noted the issued and agreed to consider it in planning for the 2003 event.

Action: JP

4. OFF ROAD CODE

4.1 No agenda items were submitted

5. OFF ROAD VEHICLES

5.1 Fuel Tanks

A proposal relating to the mounting of fuel tanks from the SA Off Road Advisory Panel was tabled. It was felt that this required discussion amongst the various off road panels prior to consideration by AORCom. It was requested that the position of the panels be presented at the next meeting.

ACTION: ALL

6. GENERAL BUSINESS

6.1 Injury Report Form

Mr Bailey reported that the organisers of the Sunraysia 500 (AORC 4) had difficulties obtaining information, possibly due to doctor patient confidentiality, to complete the Injury Report form required by CAMS. Mr Bailey recommended that a possible solution to the problem could be to include an authorisation to medical information in the Indemnity Form that all competitors are required to sign when entering an Off Road event.

This incident was seen as a one off situation as the attending officers should have been able to supply the information required to complete the necessary CAMS forms, although it was recommended that Mr Bailey contact Ros Ivanyi (CAMS Legal Counsel) to ensure there was no likelihood of ongoing problems.

Secretary's note: Since the meeting CAMS have been informed that the incorrect (Race Meeting) Injury Report form was supplied to the event organisers that required a Doctors signature as opposed to the usual Medical Officer signature. This was the reason why the medical officers in attendance felt they were not in a position to sign the forms as requested.

ACTION: GB

6.2 Finances

6.2.1 Financial Report

Mr Scott Miller (CAMS Finance Manager) has been requested to present current financial figures for AORCom's consideration.

Mr Miller provided data concerning the comparisons that highlight the numbers of competitors (licence holders) that are new to the sport and also the competitors that have not renewed or left the sport. The data showed that that there had been over 300 new licence applications but there had been just as many who had not renewed. The question was asked, why are these people not renewing?

Many suggestions were tabled such as, some competitors might be taking a year or two off, or some competitors still have a problem concerning the seat belt and rise in fees issues.

These were all noted and seen as problems that do not have short-term solutions. AORCom is hoping that the attraction of more new members to off road and raising the stature will lure the people in question back to the sport. AORCom members and CAMS administration will address this issue further.

Mr Miller also supplied the meeting with the financial reports for the previous financial year, which showed the reduction in expenses therefore a rise on income. Mr Miller and the Commission expressed their delight but indicated that all stakeholders have to keep up the excellent work.

Mr Miller requested the Commission's view on the implementation of the Off Road Single Event Navigator Only licence. The Commission sees this as a positive step for off roading and are expecting new competitors to take part in the sport. It is anticipated that there will be a percentage of competitors who will not renew their Off Road Navigator licences and utilise the new single event licence as a cheaper means of competing. Mr Miller agreed that this is likely and on the Commission's advice will budget for a 5% change and will also budget for 200 of the O3NSE licences to be purchased over the next 12 months.

Mr Miller also informed the meeting that other than CPI increases, it was not expected that there would be further fee increases for 2003 even though insurance costs are expected to rise (as discussed earlier). In his final comments Mr Miller informed the meeting that the Commission's direct expenses and meeting costs were under budget, that Off Road is achieving its budget goal and that CAMS is very pleased with current figures.

Mr Paterson thanked Mr Miller for the time and effort put into the detailed report.

6.2.2 AORCom Costs

This query concerning this issue was covered in item 6.2.1.

6.3 Refuel Area

6.3.1 Fuel Container Caps

There had been some discussion regarding the requirement for caps on fuel containers until the vehicle is switched off and vacated by the crew.

AORCom noted there is a regulation covering this issue in the Off Road Standing Regulations at Article 4.5 Refuelling.

6.3.2 Refuel Area Attire

It was reported that at the Sunraysia 500 (Mildura AORC event) crews were asked to leave the refuel area for not wearing the appropriate attire. People who were wearing short sleeves, short pants or no solid footwear were asked to leave until they put on appropriate clothing.

The organisers actions and motivation were understandable, however, it was noted that presently there was no regulation covering the matter.

This discussion prompted the Commission to look at the possibility of a regulation being put into place in the Off Road Standing Regulations to control refuelling attire.

OR981 *It was moved (Innes/Svenson) that*

An additional sentence be introduced to the Off Road Standing Regulations Article 4.5 - Refuelling

“All persons involved with refuelling operations, or within 1 metre of refuelling or venting points whilst the vehicle is being refuelled, shall be attired in at least shoes and socks, and non-flammable clothing from wrist to neck to ankle.”

Carried (6/0/0)

ACTION: CA/AP

6.4 Junior Development Program

Mr Innes informed the Commission that the North West Off Road Car Club (Tasmania) had conducted three “Junior Come and Try” days, which is a part of the clubs Junior Development Program. The response was overwhelming with 62 young students from Latrobe High attending. Of the 62 students, 14 have applied for membership to the NWORCC. This represents a very high success rate of 22% of participants with some parents of the juniors also expressing interest to join the club.

Mr Innes also reported that some of the juniors who chose to join the club and further develop their driving skills are already competing in Motorkhana competitions and are all progressing well, some already using their own vehicles. The Junior Development Program will continue next year with a further 3 “Come & Try” days planned

AORCom commended the efforts of the NWORCC.

6.5 Stadium Off Road Racing

The NSW Off Road Panel presented to AORCom, through Mr Chadburn, that O3 (Off Road National Driver) licences be permitted for use during competition at a Stadium Off Road Event in NSW as well as the O3S (Off Road Stadium Driver) licence. It was presented that the track could be seen as a short course and therefore the use of O3 licence would be viable.

The Commission, although it sees stadium racing as competitive, would need further information such as track density, layout, race conditions etc in a formal recommendation before any consideration is to be made.

6.6 Off Road Contacts - CAMS Manual

The question whether the Off Road contacts in the CAMS manual are up to date was considered. Some were felt to require updating and there was some suggestion that most enquiries are directed to clubs and panels.

Mr Paterson requested that Mr Power write to the contacts asking for feedback on calls received due to the manual. Mr Power to report at the next meeting.

ACTION: AP

6.7 Manuals in Household Update

This item was addressed at item 1.2

6.8 Driver Only Safety Group (A Ryan)

It was suggested by Mr Andy Ryan, through Mr Paterson, that a Drivers Only Safety Group be established to provide advice to event directors on competition conditions. Mr Ryan believes that this Group should have the authority to prevent an event from proceeding if they believe it is too dangerous.

The Commission discussed the topic and concluded that the regulations required that event directors be responsible for these matters. AORCom do not see any reason for this system to change.

6.9 Hall of Fame

It was noted that the candidate for the Off Road Hall of Fame for 2002 shall be from Western Australia (due to the state rotation system). It was requested that CAMS send a letter to each state panel requesting nominations.

7 CLOSE

7.1 Date of Next Meeting

The date of the next Australian Off Road Commission meeting shall be 22 and 23rd of February.

7.2 Close of Meeting

There being no further business, the Chairman declared the meeting closed at 1730hrs and thanked members for their contributions.

.....
 JG Paterson
 Chairman

.....
 Date

Distribution: Board of CAMS CEO State Managers	Australian Off Road Commission State Off Road Panel Chairmen AORC Event Organisers	A Denney M Williams Off Road Oriented Clubs
--	--	---