



# AUSTRALIAN OFF ROAD COMMISSION

Minutes of meeting held at the CAMS National  
Office  
851 Dandenong Rd, Malvern East  
Saturday 22 February 2003

**PRESENT:** Messrs John Paterson (Chairman), Laurie Svenson (Deputy Chairman), Peter Marcovich (CAMS Board member), Gordon Bailey, Ben Erceg, Andrew Ryan, Peter Bannan, Campbell Andrea (Secretary), Adam Power (Minute Secretary).

**VISITORS:** Maurie Williams

**APOLOGIES:** Russell Innes

The meeting commenced at 0930 hours

The meeting concluded at 1715 hours

## **1. OPENING**

**1.1** The Chairman welcomed all to the meeting.

It was noted that Mr Peter Wayne Bannan was attending his first meeting having been appointed to AORCom by the Board of CAMS.

Mr Bannan replaces Mr Dale Chadburn who was unable to continue due to other commitments. The Chairman extended his thanks to Mr Chadburn for his contribution to the work of the Commission.



## **1.2 Additional Agenda Items**

The following agenda items were accepted:

- a) Chassis Numbers (Item 5.5)
- b) Medical Kits and Triangles (Item 5.6)
- c) Refuelling Area (Item 6.9)
- d) Hall of Fame (Item 6.10)
- e) Griffith – Date Change (Item 6.11)
- d) Finances (Item 6.12)

## **1.3 Board Member's Report**

Mr Marcovich reported that CAMS has appointed a new Insurance Broker in AON, who are the largest Insurance Brokers in the world after a tender process.

The CAMS Strategic Planning group is meeting on the 6<sup>th</sup> March to discuss and report on the various topics that are concerned. This is seen as a step forward for CAMS as it has put a plan in place for the next 5-10 years. This group consists of numerous people including members of the AMSC, Commission & State Council Chairpersons and CAMS Managers. It is felt that this level of ownership over the process will ensure the progress of the various tasks.

CAMS has been facing some legal action, which Mr Marcovich outlined.

The Chairman thanked Mr Marcovich for his report.

## **1.4 State Reports**

Western Australia

Due to the absence of a Western Australian delegate Mr Paterson reported on the issue of WA representation.

The previous WA representative resigned from AORCom after a vote of "No Confidence" from the WA Off Road Panel. This is seen to be due to the fact that Mr Farthing had not been able to achieve the wishes of the WA panel as a Commissioner. Mr Marcovich advised that the Board of CAMS was disappointed with the way that this issue was handled. Mr Paterson is considering a replacement and will make a recommendation to the Board in due course.

It was also noted that WA Off Roding appeared to be healthy at this time with events being well supported.

South Australia

Mr Erceg reported that the later part of 2002 had been a strong finish to the year. There had been some problems with the Baroota track with the change of ownership therefore the event had been changed to a short course event. However the new owners have now given approval for events in 2003.

Tom Georgeson had won the 2002 Off Road State Championship while Chris Heffernan was presented with a CAMS Service Award for his efforts in Off Rooding.

Jol Fleming from NT was recognised as the 2002 CAMS Official of the Year was then presented at the National Awards Dinner in Melbourne. AORCom congratulated Mr Fleming on the achievement.

SA are planning a 6 round multi-club series and a 2 round State Championship for 2003.

#### Victoria

Mr Bailey informed the meeting that Mr Brett Price had resigned as Chairman of the Victorian Off Road Panel and that he has been replaced by Marilyn Emmins from Mildura.

He also reported that during the 7 Mallee Shield events during 2002 there was an average of 32 competitors entered with only 4 completing all 7. There were 61 entries for the Sea Lake event and 31 for Mildura. 19 competitors completed both events although there were no Class 8 or 9 competitors entered which was felt to be unusual.

There is also an Off Road display (at the time of the meeting) at the 2003 Motor Sport Show held at the Royal Exhibition Buildings in Melbourne. This was orchestrated by the Victorian Off Road Racing Association (VORRA) with some assistance from the Geelong Off Road Buggy Association and AORRA. The Chairman expressed his appreciation of the efforts of those who were involved as it is extremely good exposure for the sport.

#### New South Wales

Mr Ryan reported that the Kempsey 500 had been cancelled.

Mr Paterson informed the meeting that there was a separate group of individuals who were looking into staging an event in the Kempsey area although it seems that time is against them.

Mr Ryan will also present the possibility of another date change to the Griffith event later in the meeting.

#### Queensland

Mr Svenson conveyed that an event to be held in Gympie in the later part of 2002 had been cancelled due to the possibility of fire danger, with the scrub that surrounded the track being thick and dry due to the drought.

He went on to tell the meeting that Queensland has planned to stage 7 long and short course events to make up the Qld Off Road Drivers Series. 5 of the long course events will count towards the Qld Off Road Championship. Also, 1 of the events, to be held in Moranbah in Central Qld, will count towards the North Qld Off Road Series to allow competitors to contest against various drivers from other parts of the state. It is believed that North Qld Off Road series will consist of 5 events

Tasmania

Mr Russell Innes is an apology, however he did inform Mr Paterson that off roading remained at a stable level despite some of the difficulties that had been encountered in 2002.

## **2. MINUTES OF THE PREVIOUS MEETINGS**

### **2.1 Meeting of 21 September 2002**

OR982 *It was moved (Erceg/Svenson) that:*

*The minutes of the Australian Off Road Commission meeting of 21 September 2002 be accepted as a true and accurate record of that meeting.*

*Carried (4/0/1) Mr Bannan abstained.*

### **2.2 Decisions between meetings**

The Commission noted that during a teleconference held on the 18<sup>th</sup> February that AORCom had voted against the inclusion of another round of the Australian Off Road Championship (AORC) to be held in Alice Springs.

The meeting noted that the application was of very high standard (and the authors should be commended), however it was not accepted due to the "tyranny of distance". Two events held in central Australia was felt to not be in the best interests of the majority of competitors.

Another issue that was discussed during the teleconference was that of the date change for the Griffith round of the AORC to the date that was left vacant by the cancellation of the Kempsey round. It was voted unanimously to allow this, therefore the Griffith event is now to be held on the 26-27 August.

## **2.3. MATTERS ARISING FROM PREVIOUS MEETINGS**

### **2.3.1 Rollover Protection** (Minute 2.3.1 of September 2002 meeting)

The meeting noted that the diagram presented at the previous meeting to introduce further roof reinforcement has been incorporated into the General Requirements for Off Road Vehicles and a further clarifying bulletin has been released (B03/004).

### **2.3.2 Brake Lines** (Minute 2.3.2)

Due to the postponement of the meeting of the CAMS Technical Committee the recommendation by AORCom to reconsider the use of 'copper nickel' brake line tubing especially in the case of Off Road vehicles could not be discussed. AORCom still await the findings of the Technical Committee.

### **2.3.3 Off Road Logo (Minute 2.3.3)**

There were many entries received during the Off Road logo competition held on the Off Road Racing website and all were well received by AORCom. Four entries have been chosen and will be posted on the website for the Off Road community to vote on. This will be completed as soon as possible. Results of the competition will be posted at [www.offroadracing.com.au](http://www.offroadracing.com.au).

**Action: LS**

### **2.3.4 Class Structure / Pro Class (Minute 2.3.5)**

Mr Svenson reported that although he informed the meeting that there was to be an AORRA meeting two weeks after the previous AORCom meeting in September 2002, this did not eventuate. Therefore the subject of a "Pro Class" is yet to be discussed. The Chairman expressed that AORCom await in anticipation the opinion of AORRA on this topic.

### **2.3.5 Diesel Fuel (Minute 2.3.11)**

At the last meeting Mr Farthing suggested that there had been an oversight concerning Diesel fuel due to the rewriting Schedule G for 2002. AORCom agreed and therefore carried the motion to include Diesel as an acceptable fuel for off road competition. The meeting noted that this has been amended.

### **2.3.6 GR9 Chassis / Frame (Minute 2.3.13)**

The meeting recognised that Mr Chadburn had previously informed the meeting that there are some class 9 vehicles that have been homologated without the required centre chassis rail.

The secretary had investigated the situation and had found the homologation procedure tested only the rollover protection aspects of the frame for the required level of strength (as outlined in Schedule J) and did not necessarily examine the frame for compliance with the Off Road Regulations. The homologation process does not override the need to comply with the frame diagram.

Although not ruling it out, no examples of such vehicles were identified amongst the homologations of buggy frames examined.

### **2.3.7 Licence Procedure (Minute 2.3.15)**

AORCom noted that the passed motion at the previous AORCom meeting "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" has been directed to the appropriate CAMS department for implementation.

### **2.3.8 Off Road Navigator Single Event Licences – O3NSE (Minute 2.3.17)**

It was presented to the meeting that the Off Road Navigator Single Event licence was on trial during the later part of 2002. Reports from the CAMS SA office have been extremely positive while WA and TAS offices have also distributed limited numbers of the single event licence.

The NSW Off Road Advisory Panel requested that AORCom consider the possibility of introducing a similar licence to the O3NSE to include drivers. The Advisory Panel understand that it would be necessary to enforce an OLT for the licence prior to issue but believe that it would be an easy and spontaneous entry into the sport.

AORCom **RESOLVED** that as the O3NSE licence is still under review, further expansion of the concept would not be discussed until the trial period is over.

However, it was noted that it is not certain that the O3NSE licence would continue and that it was unlikely that the Board would support the adoption of a further licence.

### **2.3.9 AORC Sporting Regulations (Minute 2.3.18)**

It was noted that at the previous meeting AORCom moved to implement a regulation that provided for competitors who failed to finish a section to be seeded upon application for subsequent sections. That seeding will be on the basis of the prologue seeding system, although no competitor who has applied to be seeded may be seeded within the top 10 outright positions.

### **2.3.10 Event Sections (Minute 3.2)**

The meeting noted that the definition of a section has been incorporated into the Off Road Standing Regulations Article 2, 2.6 Section as moved at the last meeting.

### **2.3.11 AORC calendar (Minute 3.4)**

Mr Andrea reported that CAMS had received expressions of interest from Mt Gambier to hold a round of the AORC for 2003. There had been no further information forthcoming at the time of the meeting. An application was also received from Alice Springs that was discussed in Item 2.2, and some further indication that the organisers of "The Pines" had considered the possibility.

AORCom are looking forward to these events presenting a proposal to run a round of the 2004 AORC as it is seen that those who do wish to arrange an event now have ample time to ready a presentation.

### **2.3.12 Time Allowed for prologue (Minute 3.5)**

At the previous meeting Mr Bailey reported that a competitor believed that they had not been permitted sufficient time to complete reconnaissance at the 2002 Kempsey AORC event.

Mr Paterson had agreed to consider this issue in the planning for the 2003 event, however the 2003 Kempsey 500 has now been cancelled. It was noted that other organisers should take the matter into consideration when planning their events.

#### **2.3.13 Fuel Tanks (Minute 5.1)**

Previously Mr Erceg presented a proposal for the mounting of fuel tanks from the SA Off Road Advisory Panel. This was to be discussed by the various Off Road panels but not all commissioners were in a position to report. Therefore all commissioners are to present this issue to the various state panels at the next opportunity and report back as soon as possible in writing.

**Action: All Commissioners**

#### **2.3.14 Refuel Area Attire (Minute 6.3.2)**

The meeting noted that the addition to the 2003 Off Road Standing Regulations Article 4.5 – Refuelling, to enforce all people involved with refuelling operations, or within 1 metre of refuelling or venting points whilst the vehicle is being refuelled to wear the appropriate attire has been included in the 2003 CAMS manual.

#### **2.3.15 Off Road Contacts (Minute 6.6)**

Mr Power reported that at the request of AORCom he had sent letters to the Off Road Contacts listed in the CAMS manual, however only two responses were received. Mr Les Siviour (Class 7) and Mr Nev Taylor (class 4) were only two that responded and both were quite willing to continue as previously required. They both indicated that they had received numerous calls in the past concerning not only individual classes, but general Off Road queries as well.

Due to the lack of response some changes were discussed however Mr Paterson and Mr Svenson will follow up the contacts that did not respond and the list will be reviewed more extensively at the next meeting to update for the 2004 CAMS manual.

**Action: JP & LS**

### **3. AUSTRALIAN OFF ROAD CHAMPIONSHIP**

#### **3.1 Championship Structure**

An article that was written in the Auto Action magazine Feb 12-18 edition claiming that AORCom will be discussing a single race format was presented to the meeting. Of course, this article has no official standing and did not present any views of the Commission.

There was some suggestion in this article that to qualify in the single event National Championship a competitor must have competed in at least three state round events in their state during the 12 months before the event.

The topic was discussed. After much deliberation AORCom **RESOLVED** that a single event Championship was not in the interest of the sport.

This topic is also to be discussed at the Off Road Forum to be held at the CAMS National Office on the 23 February (day after AORCom meeting).

#### 4. **OFF ROAD CODE**

No Agenda items were submitted

#### 5. **OFF ROAD VEHICLES**

##### 5.1 **Arm Restraints**

Mr Paterson was requested to put forward the issue of anchoring positions of arm restraints in vehicles at the request of the NSW Off Road Advisory Panel.

At a recent NSW panel meeting it was stated that there is no mention in the CAMS manual of where arm restraints should be attached. Mr Paterson noted that he had witnessed many competitors using arm restraints inappropriately where they were able to extend their hands or arms outside the shell of a vehicle. Mr Williams also noted that he had witnessed similar problems.

Much discussion took place on where the actual anchoring point should be for arm restraints. It was decided that the Commission could not come to a decision at the meeting as it was not possible to obtain information on whether arm restraint manufacturers provide varying fitting instructions.

Further information will be sought from Dale Rogers of Revolution Racegear.

##### 5.2 **Engine Capacity Limits**

Mr Peter Bready (CAMS Board Member) has presented a letter through the Chairman suggesting that the allowance to rebore engines could possibly be reconsidered, which includes Off Road vehicles. Mr Bannan also expressed his opinion along the same line as Mr Bready however this issue has been directed at the CAMS Technical Committee, who were scheduled to meet on the 20<sup>th</sup> Feb and discuss the issue, but this meeting has been postponed.

The meeting **RESOLVED** that there would be no major changes to the Off Road regulations. However the meeting did concur with the suggestion of Mr Bready in his letter of recommendation that the capacity limits listed in the CAMS manual are now incorrect due to the allowance of the first and second manufacturers over size bores from standard in class 2 & 3. This prompted the Commission to ensure that the vehicles that are currently competing which have been rebored would not be found ineligible.

OR983 It was moved (Erceg/Ryan) that:

Off Road Standing Regulation 4.1 be amended to read as follows:

- Class 2 – Buggies over 1330cc up to 1650cc
- Class 3 – Buggies up to 1330cc

Carried (5/0/0)

**Action: CA & AP**

However it was noted that this issue requires further investigation. Input from state panels shall be sought and their recommendations will be presented to AORCom at the next meeting.

**Action: All Commissioners**

### **5.3 Seat Belts / Harnesses**

Mr Bailey suggested that although the Seat Belt issue has “gone quiet” at present the topic will reappear again in June 2004 when SFI 16.1 seat belts reach their expiry dates. Mr Bailey believes that there is still no suitable alternative to the SFI 16.1 or FIA harnesses, which he feels will again turn participants away from Off Rooding (refer requirements of Schedule I of the 2003 Manual of Motor Sport).

He also presented a belt that had been rejected for re-webbing because of the type of the belt. It was suggested that the type of buckle did not carry the appropriate approval for the company involved to re-web the belt in question. Experience indicated that many other belts have been able to be re-webbed.

It was recommended that any competitor purchasing SFI standard belts should enquire with the supplier as to whether the belts in question can be re-webbed after the SFI two-year life span. This could present a considerable saving over time.

### **5.4 Fuel Passbooks – AVGAS**

Mr Bailey reported that an Off Road competitor has indicated that he had applied for and received a CAMS Fuel Passbook for AvGas (more correctly, leaded racing fuel). Mr Bailey was not able to supply any further information on this competitor.

Although the passbooks in question have only recently been allocated, AORCom do not see this as a problem as the use of leaded racing fuel is specifically prohibited as indicated in the general Requirements for Off Road Vehicles.

Any competitor proved to be utilising fuel not in accordance with the Off Road regulations will be subject to penalty, which could include suspension.

### **5.5 Chassis numbers**

A Queensland scrutineer has suggested that off road vehicles are still not complying with requirements to show chassis numbers.

Mr Svenson suggested that placing another article in the CAMS magazine by the Secretary reaffirm the subject. The article must state that all vehicles require a chassis number and that the number shall also be reflected in the vehicle logbook.

**Action: CA**

## **5.6 Medical Kits and triangles**

Mr Svenson proposed that the medical kits and triangles in all off road vehicles be placed in an accessible position inside the vehicle. This is to reduce the risk of the medical kits and triangles being locked in the boot of a vehicle in a rear impact situation.

*OR984 It was moved (Svenson/Bannan) that:*

*In all vehicles medical kits and triangles be mounted in the vehicle so that they are accessible without the removal of any panels.*

*Lost (2/3/0)*

Members of the Commission believed that there had not been any concerns relating to this issue in the past and do not believe a change is in order. Also, the different makes/designs of vehicles makes it difficult to mandate where this equipment should be mounted.

## **6. GENERAL BUSINESS**

### **6.1 Speed**

Mr Bannan put forward the suggestion that speed-limiting measures may be required in this day and age of increasing development in vehicles. There are some issues relating to tyre rating and also with dust and visibility concerning areas of some tracks that have continuous high-speed stretches.

Mr Paterson suggested that AORCom considers investigating reducing the average speed at some events. Many suggestions were produced such as incorporating chicanes or additional deviations incorporating obstacles on fast straight sections of certain tracks. This might only involve the utilisation of hay bails etc, but could reduce the average speed involved.

AORCom noted that they do not wish to speed limit vehicles, but there may be a need to be pro-active in looking to reducing the average or top speeds achieved in some off road events, and encouraged organisers to do so.

### **6.2 Short Cut Definition**

It has been recommended by Mr Bannan that a definition of a "Short Cut" be introduced into to the Off Road Standing Regulations to prevent competitors from compromising any course. The meeting agreed and after much discussion on the wording that:

OR985 It was moved (Bailey/Ryan) that:

The definition of "Short Cut" be added to the Off Road Standing Regulations as Article 2.7 Short Cut.

**2.7 Short Cut: Shortening of the course in such a way as to gain an advantage.**

Carried (5/0/0)

**Action: CA & AP**

**6.3 Allocated Welding Area**

Mr Bannan brought up the issue of fire prevention concerning welding at Off Road events. He has suggested that an area be set aside for 'welding only' whether or not the refuelling area is separate from the pit area.

The meeting advised Mr Bannan that this had been discussed at a previous meeting and has now been implemented into the Off Road Standing Regulations Article 13.6 – Hot Work Areas.

**6.4 Officials**

Previously AORCom had questioned certain areas of the Compulsory Accreditation program therefore Ms Phyl Stuckey (CAMS Manager MSC/National Officiating Program) presented an update to the meeting.

Ms Stuckey reported that the CAMS Officiating department have applied a practical approach to the requirements of accreditation which means that CAMS have attempted to allocate officials licences based on past experience. Requirements and dates have been conveyed to every club in Australia via E-News to try and break the communication barrier that has been a problem in the past. The previous concerns expressed by AORCom were that some of the Grade requirements for event officials were too high and events would not be able to acquire sufficient qualified people to fill positions. Ms Stuckey conveyed that these concerns had been noted and changes had been made to the recommended list.

Ms Stuckey informed the meeting that the CAMS have now clarified the requirements concerning junior and pregnant officials. Minimum ages for junior officials are now:

- officials working in *event administration* – 12 years of age
- officials working in *non-competition* areas – 14 years of age
- officials working *alongside the competition surface* – 16 years of age

Female officials must now sign a pregnancy disclaimer when applying for an official's licence that states:

- Acknowledgement that motor sport is a dangerous activity and that she and her unborn child may be exposed to risks or serious injury.
- Agreement to obtain medical advice on whether motor sport officiating is a suitable activity for her whilst pregnant. If requested, must provide evidence that such advice has been received prior to acting as an official.
- Indemnify organisers, including all legal costs and other expenses suffered or incurred by her or her unborn child as a result of officiating activity.

These conditions now clarify and cover the officials in question under CAMS insurance.

Mr Bailey expressed the concern of 'Recovery Officials' who will be required to obtain accreditation to be permitted to undertake their duties. Mr Bailey suggested that these officials would not return to events if they were made to complete lectures. Ms Stuckey informed Mr Bailey that these officials can be placed under Grade 4 and although they need to be supervised at events, this can be done indirectly (radio or phone contact) which is already in practice at events between control and recovery vehicles. The procedure to become a Grade 4 official is very simple. For those who have previous motor sport experience, all that is required is to complete a Grade 4 official application form and send it in to CAMS Officiating department (no costs are involved).

Mr Paterson suggested that this is a minor inconvenience for officials to be covered by CAMS insurance. He went on to state that the officiating lectures were available for completion 'on-line' now at the CAMS website ([www.cams.com.au](http://www.cams.com.au)), that he had personally completed his requirements and that in his opinion the modules were well put together and easy to use.

All clubs and panels are encouraged to investigate the requirements of the National Officiating Program as a matter of priority, and take the necessary steps to accredit their officials.

Mr Paterson thanked Ms Stuckey for her time and her extensive report.

## 6.5 Navigational Aids

Mr Bannan presented a proposal that the use of navigational aids be prohibited, such as Pace Notes, GPS and radio assistance (say from a supporting aircraft). It was suggested that it has not been a problem in the past, however there are competitors who have discussed using these devices to gain an advantage. Therefore AORCom saw it fit to ban the use of these pieces of equipment.

*OR986 It was moved (Bannan/Svenson) that:*

*The use of Global Positioning Systems (GPS) or navigational assistance via radio is prohibited during competition.*

*Carried (5/0/0)*

**Action: CA & AP**

It was noted that competitors often used "pace notes" as a safety tool, therefore they should still be permitted to be used.

## 6.6 Off Road Stadium Licences

Mr Maurie Fuller put forward, through Mr Paterson, a proposal on behalf of the NSW Off Road Advisory Panel to allow club level stadium events to be contested by competitors who possess a current level O3 licence as a minimum.

The meeting was not moved to recommend any changes, as it was not envisaged that the CAMS Board would allow participants to compete without having undertaken the presently required medical examination.

## **6.7 Licencing Renewals**

The issue of licencing renewals was raised by Mr Bannan. The current CAMS system renews a member's licence from the date of expiry of the previous licence. This means that if a competitor renews a licence 3 months later than that date, the licence is only valid for 9 months. Mr Bannan proposes to amend the current renewal system to allow competitors to recommence a membership period on date of payment.

Mr Svenson suggested that this would likely result in a budgetary shortfall. In other organisations, say a gym, an additional 'joining fee' would have to be paid in such situations.

AORCom was not moved to recommend a change at this time.

## **6.8 Regrouping**

Mr Bannan discussed the possible options concerning regrouping after each heat of an Off Road event to minimise the danger involved in passing competitors with slightly less speed capabilities due to the dust problem.

The Commission stated that even before the current drought there was a problem with dust and that there always will be. The issue has been discussed at length previously therefore it will be put to the Off Road Forum to try and come up with a solution.

## **6.9 Re-Fuelling Area**

Mr Bannan suggested that events should allow for a separate refuelling area to be made available at a point of any track aside from the pit/paddock area already provided. This could be made available with a 10-minute allowance during competition, suitably controlled and recorded by an official.

Mr Paterson stated that this is already permitted at events. It was agreed that this should remain as advisable, but be left at the discretion of event organisers.

## **6.10 Hall of Fame**

Mr Paterson reported that after receiving all the nominations from each state for the Hall of Fame for 2002 it was realised that there was little consistency in the nominations, and therefore it was difficult to identify a recipient. The method of determining the recipient of the honour will need to be reviewed.

It was noted that in the future. Off Road Hall of Fame nominations from State Panels shall be supplied to AORCom together with a short CV of the nominee outlining his/her involvement in Off Roading to assist with determining the recipient.

**6.11 Griffith - Date Change**

Mr Ryan requested a revised date for the Griffith event. Although AORCom had already approved the AORC Griffith event to move to 26-27 July during the recent teleconference, he wished to change the date again to 9-10 August. Due to a South Australian event being held in Waikerie on 20 July he believes that this date change would attract more competitors from SA to attend the AORC event.

*OR987 It was moved (Ryan/Bannan) that:*

*The date of the Griffith round of the 2003 AORC be moved (subject to the CAMS calendar committee approval) from 26-27 July to 9-10 August.*

*Lost (2/2/1)*

Some members of the Commission believed that the previous date swap with Kempsey was only a minor inconvenience to competitors due to competitors already planning annual leave well in advance for both dates, but another change to a date not previously calendered would be a major inconvenience and not in the best interest of the competitors.

**6.12 Financial**

Mr Andrea distributed a report to the Commission prepared by Mr Adam Blythe (CAMS Finance Manager). It noted that although there is still a deficit, Off Roothing has substantially improved its financial position. There are some issues in the report that are not clear, although Mr Blythe was not present to elaborate. The Commission will request further information.

Mr Paterson commented that the Board should be pleased with the progress.

**7 CLOSE**

**7.1 Date of Next Meeting**

The date of the next meeting shall be determined at a later date once the Commissioners are able to confirm their availability.

**7.2 Close of Meeting**

There being no further business, the Chairman declared the meeting closed at 1715hrs and thanked members for their contributions.

.....  
 JG Paterson  
 Chairman

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 Date

<b>Distribution:</b> 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
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