



AUSTRALIAN OFF ROAD **COMMISSION**

Minutes of meeting held at the CAMS National Office 851 Dandenong Rd, Malvern East 25-26 October 2003

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

VISITORS:	Marilyn Emmins	Entire Meeting	
	Morrie Williams	Saturday 25 Oct	0950 – 1740 hrs
	Adam Blythe	Saturday 25 Oct	1100 – 1125 hrs
	Peter Ryan	Saturday 25 Oct	1130 – 1300 hrs
	Phyl Stuckey	Saturday 25 Oct	1145 – 1230 hrs
	Peter Bready	Sunday 26 Oct	0900 – 1300 hrs

The meeting commenced at 9.50am Saturday 25 October

The meeting concluded at 1.30pm Sunday 26 October

The Chairman officially opened the meeting and welcomed all. He introduced Mr Daniel Rogers, the Western Australian delegate, and welcomed him to his first AORCom meeting as the replacement for Mr David Farthing. Mr Rogers is a long time Off Road competitor and also the Chairman of the Western Australia Off Road Panel.

He also introduced and welcomed Mrs Marilyn Emmins who was an observer at the meeting throughout the weekend. Mrs Emmins is the Chairman of the Victorian Off Road Panel. Mr Paterson noted that many people were invited to attend and observe the meeting however Mrs Emmins was the only one who expressed interest.

Mr Paterson noted that parochialism was not appropriate for a member of the Off Road Commission and that it was the responsibility of Commissioners to make decisions in the best interests of the sport overall.

Confederation of Australian Motor Sport Ltd

A.B.N 55 069 045 665

851 Dandenong Road, Malvern East, Victoria, 3145 PO Box 147, Caulfield East, Victoria, 3145

Telephone: 03 9593 7777 Facsimile: 03 9593 7700 www.cams.com.au

International Tel: +61 3 9593 7777 International Fax: +61 3 9593 7700



1. OPENING

1.1 Apologies

Mr Andrew Ryan (NSW delegate), Mr Wayne Bannan (QLD delegate) and Mr Peter Marcovich (CAMS Board Member, Off Road portfolio holder) had all expressed their apologies. In light of his absence Mr Marcovich approached Mr Peter Bready (CAMS Board member) to sit in the meeting for him. Mr Bready will be attending the Sunday session of the meeting only as he has commitments that prevent him from attending on the Saturday.

Mr Paterson informed the Commission that Mr Ryan and Mr Bannan will not be returning to sit on AORCom for 2004. However Mr Paterson has put a recommendation forward to the CAMS Board for ratification at their next meeting that Mr Adam Barnacoat from NSW be appointed to AORCom for 2004 and that the seventh member of the Commission is to be advised at a later date.

1.2 Additional Agenda Items

The following additional items were accepted and included into the agenda:

- a) Copper Nickel Brakes Lines (refer item 5.2)
- b) Arm restraints (refer item 5.3)
- c) Fire extinguishers (refer item 5.4)
- d) Head Restraints (refer item 5.5)
- e) Chassis Numbers (refer item 5.6)
- f) LED Dust Lights (refer item 5.7)
- g) Blue Flags at Radio Points (refer item 6.8)
- h) Section Seeding (refer item 6.9)
- i) AORCom/AORC ID Tags (refer item 6.10)
- j) AORRA – Class Structure of Pro Class (refer item 6.11)

1.3 Reports

1.3.1 Board Members Report

A Report from Mr Marcovich on the activities of the Board of CAMS as they affect Off Roding was not possible due to his absence. Therefore Mr Bready presented a report.

Mr Bready indicated that the likely outcome for the CAMS budget is becoming clearer and it should be mildly in surplus even though CAMS has already paid its full Public Liability premium for 2003-2004. All CAMS expenditure classifications have shown a steady downward trend over the past three years which was shown in an analysis, conducted by the CAMS Finance manager Mr Adam Blythe. Insurance and communications costs had risen as expected.

Mr Bready informed the meeting that a group called the Australian Auto Sport Alliance had conducted an historic event outside the CAMS system. This was disappointing to CAMS but it is felt that CAMS provides the better overall package to competitors, officials and organisers.

There have been some claims that when CAMS renewed the Public Liability insurance for 2003-2004 in which the policies include an excess or deductible of \$100,000 that CAMS would enforce that amount on every claim. These suggestions are either ill-informed or malicious. Accordingly CAMS has undertaken to the members that it will fund the \$100,000 excess and CAMS already has the necessary funds to meet foreseeable claims and those expected given its claims history. It was noted that there is still the usual excess amounts in place of to \$2,500 for AORC events, or \$1,000 for the majority of events.

Mr Bready also reported on the current situation concerning the CAMS Strategic Plan. It was conveyed that at present work is being conducted in many areas, including recognising officials more for their volunteer work. It was decided that CAMS is a regulatory body, rather than an organiser of events. It was noted that CAMS needs to concentrate on making membership more attractive and simpler.

The Strategic Plan is a long and daunting task, however updates are provided monthly and the plan is progressing well.

1.3.2 State Delegate Reports

The Commissioners from each state reported on relevant issues affecting their state.

Queensland –

Mr Svenson reported that there had been more than one event cancellation due to rain or drought. It was encouraging that some southern Queensland competitors attended a Northern Queensland Championship event which was situated approximately 1,000 kilometres from Brisbane. There has been poor attendance at some state rounds by Queensland competitors due to attendance at AORC rounds and the distance travelled and subsequent time taken from work commitments. Mr Svenson reported that a recommendation will be discussed later in the meeting concerning the spacing of major events.

New South Wales –

Due to the absence of Mr Ryan Mr Paterson reported on the issues facing NSW.

Mr Paterson reported that a draft of the 2004 calendar has been produced however it will only be made available once the dates of some other major events have been received. During 2003 there was a strong nine round state championship which is seen as potentially too many, but all events were reasonably well attended. It was noted that Off Roding in NSW was very strong but seems to be a little flat at present.

Victoria –

Mr Bailey conveyed that Victoria had held a three event championship with all being attended well, especially Sea Lake which was celebrating its 30th year. Mr Paterson congratulated the organisers through Mr Bailey for conducting such a successful event over 30 years.

Mr Bailey also reported that there had been some difficulties accrediting officials due to poor participation at lectures which had to be cancelled. One Victorian event had to be cancelled due to lack of officials as well.

Tasmania -

Mr Innes indicated that only 2 of the 4 state rounds had been conducted thus far and it appears that entries were decreasing in comparison to 2002. One reason is due to some of the state's main competitors who were choosing to compete in the AORC rounds and therefore couldn't afford to compete in state events as well. Other reasons such as licensing costs and harness issues are potentially related to the drop in licence holders and entries, though it is not that these form only a part of the total cost of competing.

The Officiating program was working well at present with Tasmanian off road clubs starting to work together to accredit officials. One club has made it compulsory that all members hold at least a V4 officials licence to make sure that they are not short of officials. The Commission noted that this was a great idea and hope that other clubs follow suit.

South Australia –

Mr Erceg informed the Commission that South Australia had another good year 'events wise' although entries appear to have plateaued. Six rounds of the state series were held and 2 rounds of the South Australian Championship.

It was noted that Ladies and Junior days were being conducted in an attempt to increase the number of licence holders.

It was also noted that Mr Phil Hoffman (CAMS SA State Manager) has resigned from his position as he has retired. This is seen as a loss not only for Off Roding but Motor Sport in general throughout South Australia and the Northern Territory. Mr Hoffman played an integral role in introducing the Finke desert race as an AORC round.

AORCom expressed their thanks for Mr Hoffman's assistance during his time at CAMS and wishes him well in his future endeavours.

Western Australia –

Mr Rogers related that WA had a fairly quiet year during 2003. A drop in numbers in long course events has prompted organisers to conduct more short course events. This is due to short course events being cheaper to run and enter. The WA Off Road Panel is looking into conducting a six-seven round championship for 2004 which would consist of long and short course events.

Mr Paterson questioned Mr Rogers on the compliance of some Class 5 vehicles in WA as there were some issues at the 2003 Finke Desert race with a couple of WA competitors entered in that class. Mr Rogers indicated that Class 5 was very strong in WA and that the class had to be split in two on the basis of capacity. In relation to compliance of the vehicles, it was not felt to be a problem at present.

1.3.3 Finance Report

Mr Adam Blythe (CAMS Finance Manager) reported on the financial situation concerning Off Road.

There will most likely be a drop in revenue due to the drop in licence renewals. Because of the drop in renewals the CAMS Finance department conducted a survey to find out why this drop had occurred. The response to the survey was higher than expected and indicated that the cost of licences was a major factor, but the drought, costs of living and the high demand on leisure time due to work, other sports and entertainment were also primary reasons.

The Commission noted that they will look into means of raising the level of licence holders. Another survey will be distributed in the future as the recent one was seen as such a success.

Mr Blythe then informed the Commission that the licence fee structure for 2004 has been completed and a drop in licence fees would be forthcoming, which AORCom agreed should be welcomed.

The Commission thanked Mr Blythe for his extensive report.

1.3.4 Officials Report

Ms Phyl Stuckey (Manager National Officiating Program) reported that the CAMS Officiating department has been restructured recently to consist of Ms Stuckey and two other CAMS employees.

A newsletter called "It's Official" has now been produced to keep all officials informed. The meeting noted the publication and suggested that it be made available to the Off Road racing website. Ms Stuckey will do so as requested.

The official's renewal/application form has now been changed to a three page document mainly due to the new disclaimers that have been introduced to all CAMS forms. A booklet that was previously produced has been updated and is being sent out with all officials' licences to keep them as informed as possible concerning requirements for accreditation etc.

Nominations for the National Officiating Committee have been received and it was envisaged that one person from Off Road would be sought. Marilyn Emmins was approached and accepted the position. The appointment will be put to the Board for ratification at its next meeting.

Ms Stuckey informed the Commission that policy on Junior Officials has changed slightly due to insurance issues and that all information can be found on the CAMS website (www.cams.com.au).

Mr Andrea enquired whether the Officiating department were looking into the issue of trainee road closure & recovery officials. There is a problem in that many trainee officials are not able to be in direct or indirect supervision due to the lack of communication either for the reason that there is a lack of radios/mobile phones or remoteness of some Off Road and Rally events (out of radio or mobile range) and many of the road closure officials would be classed as trainees.

The Commission understands that there is an insurance issue with the liability of officials, however, the risk of reducing numbers of officials (the likely result) is arguably more of an issue. With 2005 being the year when compulsory accreditation is to be introduced to off road and rally, this issue needs to be addressed as soon as possible. Therefore it is requested that the National Officiating Committee consider a recommendation put forward by the Off Road Manager (below).

The National Officiating Committee's consider creating an allowance for this particular scenario. Perhaps a statement that reads something like the following:

"Where the geographical nature of a motor sport event (i.e. Rally & Off Road events) and the limited resources available precludes the use of direct or indirect supervision for Trainee and Grade 4 officials, the requirements for supervision of such officials will have been satisfied through "at the event instruction or training" in the form of:

- Briefings by senior officials on the roles, responsibilities, and safety procedures relating to the officiating activity; and
- The issuing of an instruction manual, guide or reference document regarding the roles, responsibilities and safety procedures relating to the officiating activity.

NOTE: In the case of junior officials, the supervising adult may also be a Trainee or Grade 4 official providing they have met the above criteria.”

Ms Stuckey conveyed that this recommendation will be addressed at the next National Officiating Committee meeting. Mr Andrea and Ms Stuckey to discuss further.

The Commission thanked Ms Stuckey for her time and requests that updates be provided whenever possible.

Action: CA, PS

1.3.5 Technical Commissioner Report & 6.4 Noise Limits

Mr Maurie Williams (AORC Technical Commissioner) presented a noise levels report taken from three of the AORC events during 2003. It was expressed that there were many variables that might have given slightly incorrect readings especially at Millicent where he was receiving exceptionally high readings, most likely due to positioning. Therefore Mr Williams had independent observers accompany him for testing during Prologue at Goondiwindi. No vehicle was over the allowed decibel limit and therefore no further testing was seen to be required at the event. It was noted that this was a different noise meter to that normally used.

Mr Williams reported that noise readings differ at each location and with each vehicle, the configurations of which vary widely. Certain tracks are more open which give lower readings. Some vehicles have the exhaust positioned on different sides on the vehicle. The wind going across track would also be a factor. All of these factors can produce readings which differ significantly.

Mr Svenson suggested that many competitors have actually failed the noise testing but action has not been taken. Mr Williams has been noting log books but nothing other than that has been done. It was suggested that the system in the CAMS manual requires refining to ensure adequate noise regulation enforcement.

OR989 It was moved (Svenson/Innes) that:

Article 4.4 - Noise, of the Off Road Standing Regulations be amended to read as below,

“4.4 Noise: Cars may be required to submit to a noise emission test prior to starting in any event or at any time during the competition.

The maximum noise emission permitted from any vehicle is 95dB(A).

Noise testing shall be carried out with an approved noise meter. The test position shall be at a position of 90° to the line of the track and 30 meters from the edge of the defined track. Testing shall be carried out during Prologue **or the first Section**, 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 **first test**.

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

same process will be repeated at the next event &/or next event in the relevant series.

The crew of any vehicle which does not subsequently meet the required limit in a third event shall be shown the black flag and will not be permitted to compete until such time as changes to the configuration of the vehicle have been made which will reduce the noise emitted from the vehicle to less than the required limit. Any subsequent reading over 95dB(A) shall result in the immediate exclusion of that crew from **that event and referral to the Stewards at any subsequent event.**"

CARRIED (5/0/0)

Action: CA, AP

Mr Williams went on to report on each AORC event that he had attended for 2003.

Finke Desert Race:

Scrutiny was up to standard however one problem arose with a Class 5 vehicle not complying. The vehicle was permitted to compete in Class 4 while the compliance of the vehicle was to be determined by the CAMS Eligibility Committee. Since Finke the Eligibility Committee ruled that the vehicle is to be classified as a Class 4 vehicle. Another Class 5 vehicle from WA was deemed not in compliance at scrutiny however changes were made to the vehicle which allowed it to compete.

The Pines Enduro, Millicent:

There was only one issue to deal with at Millicent. A Class 5 vehicle was deemed not to comply by the scrutineers due to modifications made to the front end of the vehicle. It was moved to Class 4 and has since remained in Class 4.

Goondiwindi 400:

Log Books were noted due to non-compliance of the distance between the head rest and the helmet of some vehicles. Due to the notes all the offending vehicles should be compliant by their next meeting.

Mr Williams also noted that he had been looking into the positioning of crutch straps in vehicles. He has found that many of the vehicles were not positioning the crutch strap as the manufacturer intended. The meeting noted that many competitors required altered positioning due to their size and body shape. Mr Williams will look into this issue in the future.

2. MINUTES OF THE PREVIOUS MEETINGS

2.1 Meeting of 21 September 2002

The minutes of the meeting held on 22 October 2003 were be adopted.

OR990 It was moved (Erceg/Svenson) that:

The minutes of the meeting held on 22 October 2003 be adopted

CARRIED (3/0/2)

Mr Innes and Mr Rogers abstained due to absence at previous meeting.

2.2 Decisions between meetings

A teleconference was held on the 15th September to discuss certain issues.

OR991 *It was moved (Rogers/Bailey) that:*

*The minutes of the teleconference held on 15th September 2003 be adopted
CARRIED (5/0/0)*

2.3. MATTERS ARISING FROM PREVIOUS MEETINGS

2.3.1 Off Road Logo (Minute 2.3.3 of October 2003 meeting)

At the previous meeting four entries were chosen to be posted on the offroadracing.com.au website for the Off Road community to vote on. Unfortunately this had not eventuated.

AORCom considered the two logos it felt were most appropriate. It was agreed that a combination of elements of both designs was appropriate and that the reward cheque should be split between the two designers.

A final proof will be developed and approved by AORCom prior to use.

AORCom expressed its thanks to those who had submitted designs.

Action: CA, LS

2.3.2 Fuel Tanks (Minute 2.3.13)

At an earlier meeting Mr Erceg presented a proposal on the mounting of fuel tanks. Essentially this recommended the fitment of fuel tanks in a cradle, rather than having lugs welded to the tank which may be prone to failure. All Commissioners were to report this proposal to their relevant state panels and report back in writing.

It appeared that little discussion had taken place. Debate amongst the Commission did not result in an outcome being reached, as some members felt that properly designed, there was no issue.

The matter is ongoing until such time as positive recommendations come back from State Panels. In the meantime it was recommended this be an item checked at scrutiny.

Action: All Commissioners

2.3.3 Off Road Contacts (Minute 2.3.15)

Due to a lack of response from some of the current off road contacts who were written to in relation to whether they wished to continue as the contact in the CAMS manual, Mr Paterson and Mr Svenson were to contact those people to enquire whether they do wish to continue.

Mr Paterson and Mr Svenson conveyed that they are not in a position to report at present and will give an account on this issue at a later date.

Action: JP, LS

2.3.4 Engine Capacity Limits (Minute 5.2)

It was noted that at the previous meeting Mr Bready (CAMS Board Member) presented that the capacity limits listed in the CAMS manual are now incorrect due to the allowance of the first and second manufacturers over bore sizes from standard in class 2 & 3. It was moved that the Off Road Standing Regulation be amended to reflect the correct capacity limits. This was promulgated in Bulletin B03/043.

2.3.5 Chassis Numbers (Minute 5.5)

It was suggested at the February meeting that off road vehicles were not complying with requirements to show chassis numbers. Therefore an article was produced by the Off Road Manager and included in the CAMS magazine to reaffirm that all vehicles require a chassis number and that the number should also be reflected in the vehicle log book. Refer page 22 of the CAMS winter magazine.

2.3.6 Short Cut Definition (Minute 6.2)

Mr Bannan recommended at the last Commission meeting that the definition of a "Short Cut" be introduced into to the Off Road Standing Regulations to prevent competitors from compromising any course. AORCom agreed and therefore moved that "shortening of the course in such a way as to gain an advantage" would be the definition. It was noted that this was amended in the Off Road Standing Regulations through Bulletin B03/043.

2.3.7 Hall of Fame (Item 6.10)

AORCom discussed the Hall of Fame. Due to difficulties with the nomination process, thus far only the WA 'automatic' appointee had been determined for 2002. This was Eddie Villanova.

After some discussion, the second 2002 appointee was determined to be Frank Coad (Vic), based on nominations from the various states.

The 2003 state selection is Jan Hedley (NSW) whilst the inductee chosen from nominations is Richard Bennett (SA).

Plaques and certificates will be presented to all new inductees during 2004.

It was resolved that when all states have had the opportunity to appoint their 'automatic' choice, thereafter there will be only one appointment made to the Off Road Hall of Fame each year.

Action: CA, AP

3. AUSTRALIAN OFF ROAD CHAMPIONSHIP

3.1 AORC Calendar

3.1.1 Event Spacing

A recommendation was received from Mr Svenson requesting that there be a minimum of six weeks separation between AORC Events. Off Road is not a fully

professional sport and as such many find the interruption to work and the financial hardship of events being closer than six weeks impractical and therefore precludes any chance of their attendance at all Rounds.

The Chairman noted that this is what AORCom was trying to achieve in 2003 however there were many reasons why the organisers chose to hold their events at their requested dates.

The Chairman also advised that at the next AORCom meeting it will be requested that all organisers of AORC events attend the meeting to discuss these issues face to face. A report of the intended meeting will be made available along with the next AORCom meeting minutes.

3.1.2 Event Clashes

Mr Svenson also presented a recommendation that no event permits be issued to any other Off Road Events anywhere in Australia for a period of at least 2 weeks before or after an AORC Event. To prevent the dilution of competition fields by forcing competitors to choose one or the other thereby enhancing entry numbers at all such Events.

The meeting concluded that this will also be discussed at the pending AORC Organisers meeting.

3.2 Seeding

A recommendation was put forward that AORC Event Organisers ensure the starting order for each class in prologue is seeded to try and alleviate the instances of faster competitors catching slower competitors in the prologue and being disadvantaged by dust, etc.

This scenario has occurred to several competitors at Finke and one instance at Griffith this year. It is envisaged that making it mandatory for event organisers to seed the starting order within each class in prologue may help avoid further instances of this occurring. It will not cover every likelihood but if event organisers are compelled to implement some form of seeded start order it will go a long way to avoiding a repeat.

OR992 It was moved (Innes/Svenson) that:

Article 4.2 Starting Order of the Australian Off Road Championship Sporting Regulations be amended to read as follows:

“4.2 Starting Order: *Starting order will be determined by a prologue. Organisers are to advise competitors of the prologue start order upon seeding of each class in the prologue field. This advice is to be.....”*

CARRIED (5/0/0)

Action: CA,AP

3.3 Timing

Mr Bannan forwarded a recommendation prior to the meeting to amend Article 4.4 Timing of the AORC Sporting Regulations. Clearly this recommendation emanates from the situation at Griffith with two Class 8 vehicles finishing Section 1 only 0.11 seconds apart and according to AORC Regulations, as they are at the moment, they were classified as equal winners for section points.

It was suggested that at most events timing is done by eye to hand which means that no matter what time a vehicle is given it is never going to be totally accurate. It was then noted that even though this is true, changing the timing to hundredths of a second would still give another chance to separate equal finishing times.

OR993 *It was moved (Innes/Svenson) that*

Article 4.4 Timing of the AORC Sporting Regulations be amended to read as below:

“ 4.4 Timing: All timing will be to the hundredth of a second using the 24 hour system. Vehicles will be timed as their front wheels pass the timing marker of the control.”

CARRIED (3/1/1)

Action: CA, AP

3.4 The Future of 4WD Classes

The NSW Off Road Panel recommended to AORCom that:

- a) Class 7 be deleted completely and just have Class 8 to accommodate all 4WD vehicles
- OR
- b) Remove Class 7 from all championship events as was done with Class 6 for the same reason.

This year in particular, participation in Class 7 at AORC Rounds has been reduced, though this class has seen healthy competition as recently as 2002. Mr Paterson noted that the sport should want to encourage the participation of manufacturer backed vehicles in the 4WD classes, and Class 7 was the logical class within which this would occur. The Commission agreed that reducing the opportunity for manufacturer involvement was undesirable.

The meeting noted that this recommendation appeared lacking in research. The Commission advises if further consideration of the matter is to occur, the NSW Off Road Panel will need to conduct further research and present another recommendation.

At this point in time no changes will be made to the 4WD classes. It was however noted that there is the ability of organisers at lower levels to combine classes should insufficient entries be received in a class.

3.5 Point Scores

Mr Paterson presented a recommendation concerning the allocation of Class point scoring for the AORC. Much debate has been aired due to the allocation of points for rounds of two sections in the AORC. Section 1 is worth 20 points whilst Section 2 is worth 60 points. This was seen to be too lop sided by many competitors.

OR994 *It was moved (Svenson/Innes) that:*

Article 13 of the Australian Off Road Championship Sporting Regulations be amended to read as follows (changes highlighted):

“13. CHAMPIONSHIP POINTS

13.1 Outright Champion: An outright Champion driver and co-driver, to be known as the Australian Off Road Champion Driver/Co-driver, will be recognised. Points will be allocated to the drivers/co-drivers who fill the first 10 places outright for the event, on the following scale:
20, 15, 12, 10, 8, 6, 4, 3, 2, and 1.

13.2 Class Champion: One overall class Champion driver and co-driver, to be known as the Australian Off Road Class Champion Driver/Co-driver, will be recognised. These will be the driver and co-driver to earn the most “class points” throughout the series.

Where an event is run as one section, class points will be allocated to the drivers/co-drivers who fill the first 10 places in their class, as follows:

1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th
80	60	48	40	32	24	16	12	8	4

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

Sect 1 (Start order based on prologue times. Class points only available.)

1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th
40	30	24	20	16	12	8	6	4	2

Sect 2 (Start order based on [a] progressive results (preferred) or [b] finishing order of Section 1. Class points only available.)

1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th
40	30	24	20	16	12	8	9	4	2

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

Sect 1 (Start order based on prologue times. Class points only available.)

1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th
26	20	16	13	10	8	5	4	2	1

Sect 2 (Start order based on progressive results from Section 1. Class points only available.)

1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th
26	20	16	13	10	8	5	4	2	1

Sect 3 (Start order based on progressive results of Sections 1 and 2. Class points only available.)

1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th
28	20	16	14	12	8	6	4	4	2

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

Sect 1 (Start order based on prologue times. Class points only available.)

1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th
20	15	12	10	8	6	4	3	2	1

Sect 2 (Start order based on progressive results from Section 1. Class points only available.)

1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th
20	15	12	10	8	6	4	3	2	1

Sect 3 (Start order based on progressive results of Sections 1 and 2. Class points only available.)

1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th
20	15	12	10	8	6	4	3	2	1

Sect 4 (Start order based on progressive results of Sections 1, 2 and 3. Class points only available.)

1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th
20	15	12	10	8	6	4	3	2	1

Competitors completing the whole course, all sections, will be allocated 5 additional points per round

The final round of the Australian Off Road Championship each year will be a bonus round. Outright and Class points shall be multiplied by a factor of 1.5.

Class winners for all AORC classes will be recognised.

13.3 Co-drivers/Navigators: Only the first-named navigator/co-driver is eligible for points, and then only if he completes at least one lap, or the total distance covered by the car, whichever is the lesser, provided that the car is classified as a finisher.”

CARRIED (4/1/0)

Action: CA, AP

3.6 AORC Events Starting Order

It was requested that the Commission discuss the starting order for AORC events. It was suggested that it might be advantageous to construct a regulation allowing the Pines Enduro, Millicent to start as they did in their first AORC event in 2003 while also permitting other AORC events to do so if they wish.

It was noted that no other AORC event is requesting dispensation to adjust the start of their events therefore it would benefit AORCom to be in the position to keep this issue in control:

OR995 It was moved (Bailey/Erceg) that:

AORCom provide dispensation to the Pines Enduro, Millicent 2004 AORC event to start the event proper as per their 2003 event.

CARRIED (5/0/0)

Action: CA, AP

4. **OFF ROAD CODE**

No items presented.

5. **OFF ROAD VEHICLES**

5.1 **Buggy Frames / Chromoly**

Mr Andrea presented a recommendation that AORCom formalise the desired procedure for homologation / approval of frames made of chromoly and/or other design variations.

It is important to highlight an issue we have in relation to the frame specifications and diagram for buggies.

In terms of design, it is very close to that required, but the design of the 'X' / diagonal brace in the main hoop of one common US buggy frame example did not conform to the CAMS buggy diagram, and also in relation to the centre rail on the floor. In addition, the tube sizes are too small, albeit that they are chromoly and are of appropriate strength, which is the reason behind the requirement for the Rollover Protection Structure (ROPS) homologation.

In this process, the structure tested is only the ROPS portion of the frame. Where used, chromoly tube will normally be used in smaller dimensions than would be the case if it were CDS or other approved material to save weight, but due to its inherent strength, it can maintain similar strength. On the down side, it is more brittle and it is a more difficult material to weld. It's also very expensive.

It would seem that the diagram hasn't kept up with the latest buggy construction methods. Furthermore, it could be argued that there is no provision within the rules to allow something falling outside the diagram.

It was recommended that chromoly should be generally given approval with those tube sizes (ie. Those used by major international manufacturers &/or as a substitute for the materials specified in Schedule J, in the sizes outlined in the frame diagram), or maybe we should formalise the homologation process.

OR996 *It was moved (Svenson/Erceg) that:*

AORCom ratify the recommendation that steel tube generally known as 'chromoly' be permitted as acceptable material in the construction of buggy frames, provided that it complies with the following specification:

Tube Dimensions: min 38mm x 2mm

Tensile strength: min 600 MPa

All frames constructed of such material shall be subject of a CAMS Rollover Protection homologation.

CARRIED (5/0/0)

The frame diagram will be reviewed and revised where necessary.

Action: CA, AP

5.2 Copper Nickel Brake Lines

Mr Innes questioned whether the topic of copper nickel brake lines had been resolved.

Mr Bready conveyed that the manual next year will reflect in schedule B the requirement that all brake lines will be required to be steel structure or bundy tube. No copper will be permitted other than for historic racing cars, however flexible braided lines will be permitted as will bundy tube with a corrosion inhibiting coating.

5.3 Arm Restraints

The issue of arm restraints and whether they are being fitted and utilized in the correct manner was voiced. It was suggested that there are too many competitors who are able to reach outside their vehicles even with arm restraints on.

It was suggested that it is always possible for the sport to regulate the use of window nets, although the meeting agreed that it would not pursue such an option at this time.

The problem is seen to be the policing of the arm restraint regulation, which needs to be addressed. AORCom requires that all arm restraints be fitted in accordance with the manufacturer's instructions.

Mr Williams will also be making note of this issue at all events he attends in the future.

5.4 Fire Extinguishers

The Commission requested as a matter of urgency current fire extinguisher requirements with the hope of clearing up confusion that had arisen in relation to these items.

Mr Andrea is to source this information from Peter Lawrence (CAMS Manager, Technical Services) and relay this information to AORCom.

Mr Svenson also requested a copy of the relevant Australian Standard if one was available.

Secretary's Note: Since the meeting Mr Andrea has passed onto all Commissioners the revised section of the CAMS Manual concerning fire extinguishers for 2004:

Fire Extinguisher Maintenance

(iii) Fire extinguishers as per 3(i) above must be maintained according to the following prescriptions:

- *an inspection, to be carried out by scrutineers at least once every 6 months, or otherwise prior to competition. This involves visually checking the unit and its mountings for damage, checking the pressure of the contents, and shaking the container to check for settling of the extinguishant. Where practical the extinguisher should be weighed.*
- a three-yearly service, which involves recharging the extinguisher (Notes 1 & 2 below)
- a six-yearly hydrostatic test of the pressure vessel (Note 2 below)

Note 1: Unless otherwise specified, road registered cars competing in Club or Multi Club level speed events are exempt from this requirement.

Note 2: It is the competitor's responsibility to provide evidence that the required three-and six-yearly services have been undertaken.

(iv) Fire Extinguishers homologated by the FIA (Plumbed-In type) should be serviced every 2 years, either by the manufacturer or their agent as follows:

- Bottles should be examined for signs of corrosion, abrasion and paint finish. Should the service engineer decide that the bottle has been subject to corrosion or exhibits abrasions that may affect performance, the bottle should be discarded.
- The bottle should be pressure tested to at least one and a half times its working pressure. Extinguishers with poor paint finish should be refurbished. The interior of the bottle must also be inspected for signs of damage or corrosion.
- All seals should be replaced.
- The operating head should be cleaned and tested. If found to be faulty it should be either repaired or replaced.
- Nozzles should be checked for damage/possible blockage. They should be tested to ensure that they are in good working order.
- Extinguisher contents should be replaced.
- Service records including the bottle label should be updated, indicating the date on which the service was undertaken, the work carried out and the date on which the next service is due.

5.5 Head Restraints

Mr Bailey conveyed to the meeting that he had received numerous complaints concerning the assessing of the distance between head restraints and helmets after some competitors had their log book noted recently.

Mr Williams informed Mr Bailey that the only way to assess the position of a competitor's helmet in relation to the restraint was on the start line where they are ready to compete. It was recognised there were some difficulties, but at this stage only those competitors who were noticeably over the regulated limit of 50mm had their log books noted.

Some discussion ensued relating to the best method & time to measure the distance. Mr Bailey contested that when vehicles are on the start line driver/co-drivers lean forward ready for the force of acceleration and therefore causes a

larger distance between helmet and head rest. Mr Williams responded that if a competitor is asked to sit in his/her vehicle to measure this requirement then they would reduce the regulated margin on purpose.

It was seen that the current process to measure the regulation concerning head rests is suitable and as this is a safety issue it will continue.

5.6 Chassis Numbers

Mr Bailey suggested that many competitors were refusing to place chassis numbers on their vehicles as they did not understand the need for it. The Chairman noted that whether the competitors understood it or not it is still a regulation and it must be adhered to.

Mr Erceg informed the meeting that at a particular SA event a set of number punches were taken to the event and every vehicle that didn't have a chassis number were given the punches and asked to return once they have placed a number on their vehicle. Mr Rogers implied that if competitors were left to enter numbers of their own volition then there would most likely be vehicles with the same number. Mr Erceg suggested to those competitors at the event in question that they use their log book number as their chassis number.

AORCom strongly suggests that those competitors whose vehicles do not currently have a chassis number on their vehicle apply one as soon as possible and to make the number as unique as possible ie: use their log book number.

5.7 LED Dust Lights

Mr Chris Waters (Chief Scrutineer, Goondiwindi AORC event) put forward a recommendation that AORCom look into making LED dust lights mandatory for all vehicles.

Mr Waters suggests that the use of LED lights is more of a reliability issue rather than performance. If this was not mandated for implementation until 1/1/05 it would allow competitors plenty of time to comply.

It was noted that although LED lights are dropping in price they are still quite expensive. LED lights are currently permitted to be used under the Off Road regulations if a competitor wishes to do so.

AORCom didn't feel it was appropriate at this time to impose another cost on competitors and therefore no change to the regulations was seen to be required. The Commission did note that LED are becoming increasingly more popular due to its ability to last in off road competition and the fact that they are brighter than the traditional bayonet lighting system and therefore recommends the use of LED lights, but will not be making them compulsory at present.

6. **GENERAL BUSINESS**

6.1 **Competition Fuel**

Mr Paterson reported that as most Commissioners would be aware, the CAMS definition has recently been revised. The revision will have the effect of permitting fuels with much higher specification, thus allowing different levels of tune possible. News of late indicates there will be fuel available which will have up to 120 MON, which will comply with the revised definition.

If no action is taken it can be expected that costly engine work would be embarked upon by many competitors when only two years ago they went through the process of re-tuning for lesser fuels, or changing to more suitable engines.

In addition, such fuels come with significant cost. It would appear the majority of AORCom has expressed a view that allowing increased costs for fuel is not in the best interests of the discipline of Off Road, certainly that view has been expressed in the past.

The recommendation (see below) that has been presented has the effect of restricting the level of performance without restricting the ability of any fuel company to make a fuel that would be able to be used in off road competition. It would also maintain the status quo.

It would be possible to write a more complex rule, such as limiting oxygen content or other technical aspects, but given the limited performance benefit versus the cost, it is felt the market may control that issue.

The Commission agreed that the main concern for the sport of Off Roothing in the fuel issue is cost and therefore:

OR997 It was moved (Bailey/Svenson) that:

Article GR27 Fuel and Fuel Fittings be amended to read as follows,

“GR27 FUEL AND FUEL FITTINGS

Only Commercial Fuel as defined in Schedule G which has maximum octane ratings of 99 Research Octane Number and 90 Motor Octane Number, or diesel fuel as defined in Schedule G, is permitted.

Note: this precludes the use of Leaded racing Fuel (such as Avgas) and other fuel not in compliance with the Regulations published under the Commonwealth Fuel Quality Standards Act 2000.

All fuel lines.....”

CARRIED (5/0/0)

Action: CA, AP

6.2 **Officials**

Refer 1.3.4

6.3 Introductory Level Off Road Drivers Licence

The NSW Off Road Panel presented a recommendation that an introductory level Off Road Drivers licence for Club Level only events be introduced to cater for drivers.

At the moment Club level and Multi club Khanacross events are the only alternative because of the ability to spontaneously issue drivers an appropriate licence. The panel suggested that the permit structure for these events is more satisfactory for clubs as it is one fee for any number of cars. It is envisaged that this licence would be an extension to the current O3NSE licence which has been in circulation during 2003.

The Commission noted that it is always trying to find a way to encourage new members into the sport whilst still meeting its other obligations.

Mr Andrea conveyed that the CAMS Licensing Working Group is currently analysing the licensing system with a view to simplification of the system, including attempting to reduce the number of licences available. It also examines proposals for new licences and any risk management, financial &/or administrative issues that may arise as a result. Examples of the issues that may be of concern to the group are the abridged lecture and the fact that no longer does any member of the crew necessarily have a copy of the CAMS Manual.

Nevertheless, the meeting felt that this could be a good way to entice new members and therefore grow the sport of Off Roding.

OR998 It was moved (Erceg/Svenson) that:

CAMS introduce a single event Off Road drivers licence to be used in Club and Multi-Club events. Purchase of manual not required.

CARRIED (4/1/0)

Mr Andrea is to present this recommendation/motion to the CAMS Licensing Working Group so a recommendation can be put to the Board at the earliest opportunity. Assuming that the Board agree to the introduction of the single event licence AORCom would like to see this licence made available for 1 January 2004.

Action: CA

6.4 Noise Limits

Refer 1.3.5

6.5 Class 5 rules / Class 4

The Off Road Manager reported that there have been a number of controversial issues arise this year, with Class 5 cars being re-classified as Class 4 on two occasions.

It would appear there are now many supposed class 5 vehicles which do not comply with the rules. This situation has arisen over time, for perhaps a number of reasons:

- a lack of enforcement of the class 5 rules at some levels
- rules which are not as well constructed as they might be
- a generally relaxed attitude toward eligibility in some quarters

Potentially addressing one of these issues, a proposed revision of Class 5 was presented to the meeting. This was written by Peter Lawrence after having encountered several problems with the rules at the Eligibility Committee, the group charged by CAMS of making the ultimate interpretation of eligibility rules.

It was agreed that a revision could result in some vehicles being reclassified as Class 4. It would seem that in many cases this is not a huge disadvantage, with the affected car at Millicent winning Class 4.

Nevertheless, a competitor with a “slightly ineligible” Class 5 will feel aggrieved at having to compete against some of the stadium trucks, which could be argued to be “buggies with a body”.

This leads to an additional issue – the applicability of Schedule J ROPS to a buggy. It may be time to address this now, before the situation is irretrievable, if it is not already. The Off Road Manager is to investigate this issue.

Mr Paterson questioned the Commission whether there was any need for a change to the regulations. Mr Rogers responded by informing the meeting that in the changes suggested by Mr Lawrence seemed to contain a number of limitations which he felt were undesirable. It was however noted that this proposal was put forward only as a suggested starting point &/or style.

Notwithstanding, AORCom agreed that a review of the Class 5 regulations would be in the best interest of the class.

It was **RESOLVED** that Mr Rogers would head a working group to assess the situation of Class 5 with a view to improving it and making it easier to differentiate between Class 4. Mr Rogers will choose 3-4 people to assist with the review and provide an interim report at the next AORCom meeting, with a full report to be provided at the second meeting of 2004, potentially with a view to implementing any such recommendations in 2005.

Action: DR

6.6 Recognition of Rally Qualifications

Mr Andrea presented a recommendation that to be eligible to hold a O3 Off Road Licence, the holder of a current National Rally or higher “drivers” Licence, who has competed in two rally events, shall only be required to undertake the off road lecture.

This is designed to encourage participation across the two disciplines of Off Road and Rally which in terms of driving requirements are considered to be similar.

To cover off risk management considerations, Rally is using the two events to match the number of lower order events (say a motorkhana and autocross) required to be undertaken to gain a NRL whereas the OLT for an Off Road licence can be undertaken in the Prologue.

It would be desirable for consistency to be maintained for an off road version.

This suggestion received endorsement by the licences working group and the 'reverse' proposition has subsequently been approved by the Australian Rally Commission at its most recent meeting.

OR999 *It was moved (Innes/Svenson) that:*

To be eligible to hold a O3 Off Road Licence, the holder of a current National Rally or higher "drivers" Licence, who has competed in two rally events, shall only be required to undertake the off road lecture.

Note: The difference in licence fees needs to be paid, plus an administration fee, unless the licence is taken up at renewal time, where only the highest licence fee is paid.

CARRIED (5/0/0)

Mr Andrea to convey result of the motion to the Licensing Working Group.

Action: CA, AP

6.7 Class 6

Mr Bruce Waldron (through Mr Erceg) presented a report regarding the current status of Class 6 as it is the general perception that Class 6 is now lacking in support at all levels in Off Roding.

Mr Waldron felt that to enhance Class 6, changes needed to be made and he developed a survey to allow competitors to voice their opinions on how Class 6 should be amended.

The survey was clear in a number of areas, but not in others. These included:

1. VW 4 speed vs any 4 speed.
2. Smaller restrictor plate for single seat vs equal restrictor for single seat. (note single seat approval was unanimous).
3. Size of restrictor ie. Horse power requirement."

It was felt that

OR1000 *It was moved (Erceg/Innes) that:*

AORCom adopts the following regulations to replace the existing Class 6

"SR6.1 PREAMBLE

These regulations are designed to prescribe a basic, low cost Off-Road car which will allow competitors to participate in events up to and including State Championship level at relatively low cost. It is intended to allow older 2 seater and single seater cars as well as new vehicles to compete in a restricted format.

Unless otherwise stated, all modifications are free.

SR6.2 GENERAL

The chassis must be of space frame construction, 2 wheel drive.
Other than as prescribed herein, the car must comply with SR1.1.

SR6.3 FRONT AXLE

The complete front axle assembly must be of link-pin type.

SR6.4 REAR AXLE

The rear axle assembly (transaxle) must have only 4 forward gears.

SR6.5 SUSPENSION

- 1 Front Suspension – only 2 front shock absorbers may be used which may carry coilover springs. Shock Absorbers with auxiliary canisters are prohibited.
- 2 Rear Suspension – Up to 4 rear shock absorbers may be fitted of which 2 may carry coilover springs. Shock Absorbers with auxiliary canisters are prohibited.

SR6.6 ENGINE

The engine capacity is not to exceed 1650cc and must be over 1550cc from manufacturer in standard form. EFI is permitted provided engine is fitted with single throttle body (butterfly) allowing fitment of CAMS specified restrictor plate. Carburetted engines must be modified to allow fitment of CAMS specified restrictor plate after throttle butterfly. EFI engines with multiple throttle bodies are not permitted. Variable cam/valve timing is not permitted (eg. VTEC, MIVEC etc.)

A restrictor plate as supplied by CAMS with an orifice of **TBA**** mm diameter must be fitted between the carburettor base and the inlet manifold or the throttle body and plenum chamber of EFI engines. The restrictor plate may not be modified in any way. The regulations for any event may require the sealing the restrictor plate in the presence of a Scrutineer.

All other engine modifications are free.

**The size of the restrictor plate will be decided after the results of dynamometer tuning are determined.

CARRIED (4/1/0)

Action: CA, AP

AORCom were very pleased at the way Mr Waldron has handled the instigation of this recommendation and notes the amount of effort that has gone into it.

6.8 Blue Flags at Radio Points

Mr Svenson reported for the organisers of the Goondiwindi AORC round that there were a number of complaints regarding obstruction in the extreme dust at this event and the number of denials by competitors of being aware of the approaching vehicle.

Therefore a recommendation was presented that blue flags be used at radio/spotter points around the circuit to make competitors aware of the approach of a faster vehicle, and that when shown the blue flag that one of the crew via hand signal to that point acknowledge such flag.

By presenting a blue flag to the first vehicle they can no longer deny all knowledge and if they continue to obstruct for a certain amount of radio points then it gives the Director an opportunity to act on what have previously been unsubstantiated allegations by the crew attempting to overtake.

The Commission noted that the current regulations do not prevent the Organisers of an off road event from including the use of blue flags in their supplementary regulations however if they are to be used the organisers must investigate the level of accreditation that will be required by the officials responsible for the waving of the blue flags.

One issue was raised with the use of blue flags was that it is possible that a blue flag could be waved at a vehicle that has just passed another and therefore the faster vehicle may pull over allowing the slower vehicle to pass. Therefore it was also suggested that a system would need to be put in place for the waving of the blue flag and that competitors and officials would have to be made well aware of it.

The Commission requests that a report be provided to the Commission at the meeting after to the 2004 Goondiwindi event if a blue flag system were to be applied.

6.9 Section Seeding

Mr Svenson relayed some concerns from the organisers of the Goondiwindi AORC event. They found a problem with faster vehicles being started well back in the field of section 3 if they did not record a time in Section 1 and they are afraid of the consequences of doing so.

At present if a competitor doesn't record a time in Section 1 he/she is able to apply to be seeded for section 2, however once the competitor finishes Section 2, records a time, and the event reaches Section 3, that competitor will be sent to the rear of the field because there is no provision for seeding after Section 2.

They are also worried that if a competitor has just a flat tyre or minor problem who perhaps loses 8 places but when section 2 or 3 starts they are placed 15th, behind slower vehicles. Due to the overall time under current provisions there is no allowance to place this car further up the field.

Therefore it is requested that AORCom look into making an allowance to seed vehicles for the start of a following section regardless of whether or not they finish the previous section.

This recommendation does not negate the time loss from previous sections it merely starts the fast vehicle ahead of some of the slower vehicles to reduce the risk of a collision whilst overtaking occurs with vehicles of enormously different speed capabilities

OR1001 It was moved (Svenson/Rogers) that:

Article 4.12 of the Australian Off Road Championship Sporting Regulations be amended as follows:

*"4.12 Starting position after failing to finish a section:
Competitors failing to finish a section may, upon application, be seeded and therefore be seeded for all remaining sections. Seeding will be on the basis of the prologue seeding system. No competitor....."*

CARRIED (4/1/0)

Action: CA, AP

AORCom agreed that there is an issue where competitors can't be seeded in Section 3 however it is believed that if a competitor finishes and records a time in each section, seeding would be difficult to apply and was not moved to make a change at this time.

6.10 AORCom/AORC ID Tags

During 2003 AORCom members and AORC Series personnel were provided with laminated photo identification cards. The Commission requests that Mr Power replace these with a hard plastic type for 2004.

Mr Power to explore this request and report to the Chairman at a later date.

Action: AP

6.11 AORRA – Class Structure of Pro Class

Mr Paterson reported to the Commission that no real interest has been expressed by AORRA in creating a "Pro Class". Mr Paterson will contact AORRA to discuss whether this issue is still on the agenda.

Action: JP

7. CLOSE

7.1 Date of Next Meeting

The date of the next meeting shall be 28-29 February, it is envisaged that the next meeting will involve AORC organisers in the light of the recent calendar problems.

The Chairman thanked all for attending.

The meeting closed at 1.10pm Sunday 26 October.