



AUSTRALIAN OFF ROAD COMMISSION

Minutes of the Meeting held at CAMS Ltd South Australian State
Office March 4th and 5th 2006

Present: John Paterson (Chairman), Marilyn Emmins, Ben Erceg, Adam Barnacoat, Daniel Rogers, Russell Innes, Bruce Waldron, Laurence Svenson, Robert Piper (CAMS Board Member), Campbell Andrea (CAMS Manager Off Road), Mark Zellner (Minute Secretary)

Visitors: Morrie Williams (AORC Technical Commissioner)
Andy Clark (AORC Series Steward)
Murray Rogers (Event Director / Offroadracing.com.au)
Adam Willis (CAMS SA State Manager)

From the SA Off Road Advisory Panel, 3.30pm-5.30pm March 4:
Garry Collins
Fred Severin
Bob Strawbridge
Eric Schmidt
Trevor Nash
Ian Curwen-Walker
David Kamm

Apologies: Peter Marcovich

Meeting start: 9.05am

Secretary's note: Mr Barnacoat was not present between 11.00am and 2.00 pm Saturday 3rd March 2006 and was therefore an abstention from votes during that time.

1 OPENING

1.1 Opening:

Mr Paterson welcomed all attendees, and thanked the visitors for their attendance, noting that they were welcome to take part and contribute to discussions though they were not able to take part in any voting.

1.2 Additional agenda items:

The following additional agenda items were accepted.

- Pro-forma Medical Response Plans
- Single Seat Buggies
- Class 4 Baja
- Collapsible steering columns

Confederation of Australian Motor Sport Ltd ACN 069 045 665

851 Dandenong Road, Malvern East VIC 3145 Australia PO Box 147 Caulfield East VIC 3145 Australia

Telephone: (03) 9593 7777 International +61 3 9593 7777 Facsimile (03) 9593 7700

Internet: info@cams.com.au Website: http://www.cams.com.au

- Finke Desert Race – Finke Finish Line

Note: It was requested by Mr Clark that Agenda item 8.7 be renamed to AORC Sporting Regulations and that this item be moved to section 5.

2 MINUTES OF THE PREVIOUS MEETING

2.1 Approval of previous minutes:

OR 1025 It was moved R Innes / B Erceg that;

The Minutes of the previous meeting held on Saturday April 2nd 2005 be accepted as a true and accurate record of the meeting.

CARRIED 6 – 0 – 1

2.2 Decisions between meetings

2.2.1 The decision made with regard to the AORC Championship calendar via teleconference was noted.

3 REPORTS

3.1 Board Members Report

Mr Bob Piper who will be sharing the Off Road portfolio with Mr Marcovich provided the Commission with a report in Mr Marcovich's absence.

Mr Piper brought to the Commissions attention a situation that arose at a circuit race venue whereby a contractor, who had gained access to the venue to conduct tests and recertification of vehicle extinguisher systems, was involved in an accident causing injury which is being investigated by NSW authorities. This has extended to involve various parties, including CAMS and the organisers.

Mr Piper wished the Commission to convey to all event organisers of the need to be aware of the presence of any contractors and that there must be requests that all contractors providing services to events provide a copy of their OH&S policy and evidence of their qualifications and public liability cover. Indeed, a targeted risk assessment of their activity would also be desirable to have on file. All competition venues are considered as a work place and therefore must comply with the appropriate OH&S legislation.

3.2 State Reports

QLD Mr Svenson reported that to date there had to date been only 2 Panel meetings. There has been a change to the Qld calendar to avoid any clash with the Millicent AORC round. Mr Craig Porter is to be the director for the AORC round at Goondiwindi and there have been some format changes to the event in response to the Observer's report on the 2005 event. Intervals were to be 1 minute, in an effort to reduce problems caused by dust.

WA Mr Rogers reported that the first State round was being held on the same weekend as this AORCom meeting and that to date there have been no Panel

meetings. Previous issues with some clubs now appeared to be resolved. Organisation for the Hyden 400 (Round 1 of the AORC) has been progressing well.

NSW Mr Barnacoat reported that one meeting of the NSW Panel had been held as well as one Club round. The first State round is Calendared for April 4th and 5th with a total of 7 rounds scheduled. The State Panel had been determined and he felt that its composition should prove to be productive.

VIC Mrs Emmins noted that the Victorian club and state calendar had been set and consisted of 16 events. There were to be 4 rounds of the Victorian Championship with the first round to be held at Donald. There were some issues between the Victorian Off Road Panel and a club, however a face to face meeting was being arranged to resolve any issues.

SA Messrs Erceg and Waldron noted that one panel meeting and one club event (Baroota – 17 entries) had been held. There are 8 events calendared for 2006 in S.A. and 8 in N.T. A problem with regard to camping indemnity had arisen but now should be resolved by the introduction of a sign at the entry gate.

There have been ongoing discussion and consultation between CAMS, Event Organisers, Land Owners and relative government authorities over concerns of liability and responsibility for insurance at off road events. This follows an incident at Finke Desert Race 2005 where a person who had attended the event died after riding a trail bike into a disused mine shaft. As there are expected to be a number of common issues, the Commission requested that Mr Murray Rogers formulate some specific questions to be put to insurance brokers to try to alleviate any concerns land Owners may have.

TAS Mr Innes advised that there were to be 3 rounds of the Tasmanian series and two separate multi club events conducted for 2006.

ACTION

MR

3.3 Finance

A report from the Finance Department was provided. It was noted that the report did not include any details on revenue from Off Road licences. This information is to be requested via the Board Finance Portfolio holder Mr Andrew Papadopoulos, to be included in all future finance reports. In general terms from the report indicated Off Road is on track.

ACTION

CA/AP

3.4 Officials Report

Mrs Emmins advised that Mrs Phyl Stuckey had retired from her position and that Mr Terry Payne had now taken over the role at CAMS, and was doing well in the position.

3.5 Technical Commissioner Report

Mr Williams reported that in general all went well for the 2006 season with no issues of significance.

The newly purchased Off Road department noise meter had been put to use and some competitors had been advised of readings. The new fire extinguisher requirements for 2005 posed no problems though the new kill switch requirements for 2006 may and there were some issues concerning roof panel hinge attachment.

The problems that arose concerning helmets during 2005 appears to have been resolved but will again be monitored. It is noted that V8 Supercar drivers have also been required to use only ventilated helmets which are manufactured with such ventilation devices and have been tested in that configuration to the applicable standard.

The Chairman thanked Mr Williams for taking up the role of Technical Commissioner in 2006.

4 MATTERS ARISING FROM PREVIOUS MINUTES

4.1 Logo

The logo sample as provided did not receive favourable comments, and was considered too plain.

The Commission requested that Mr Murray Rogers may be able to assist in having a new logo designed as this issue was identified at the Off Road Forum as something requiring attention.

ACTION

MR

4.2 Single Event Drivers Licence

A recommendation for a single event off road driver licence has been provided to the Audit and Finance Committee who had met on Tuesday 1/3/06.

A formal response from the Audit and Finance Committee is awaited, though it is noted that there will need to be further discussion by AORCom in relation to the matter, particularly regarding the expected impact on existing off road licence numbers.

ACTION

CAMS

4.3 Off Road Emergency Plan / Procedures

The Commission noted the incorporation of the emergency procedures into the CAMS Manual 2006. It was also noted that there had been an amendment of the Rally procedures for 2006 that should be considered for adoption in Off Road.

OR 1026 It was moved M Emmins / L Svenson that

The Emergency Plan / Procedures for off road events be amended to read as follows:

***“.....50 metres behind the car. Crews sighting the warning triangle must drive with caution and reduce speed until the stopped car has been passed.*”**

*In the event of a **car** stopping on the stageregardless of whether or not the crew remain with the car.*

*Failure to display either or both of these signs as appropriate may result in disciplinary action being taken. **Crews are required to remove the warning triangle once the stopped car has been moved to a safe position or they recommence the competition.***

CARRIED 6 – 0 – 1

ACTION

CAMS

4.4 Licence Maintenance

The Commission noted the inclusion in the 2006 CAMS Manual of Motor Sport.

4.5 2006 Organisational Requirements

The Commission reviewed the updated the paper provided and **RESOLVED** that it be adopted immediately for all AORC events.

4.6 AORC Newsletter

The Chairman asked that all Commissioners make every effort to provide some content to the editor for inclusion in all newsletters.

This may not necessarily be a final finished article but a draft, an outline or an idea for subject matter would be equally welcomed.

ACTION

ALL

4.7 AORC Registration

It is to be requested that the timekeepers provide to the administration as set of AORC results which exclude non registered competitors for the purpose of speeding up the compilation of the point score.

ACTION

CA/JP

4.8 Class 4 Engine / Transmission Layout

The Chairman had previously asked each of the State delegates for their Panels' response to the proposed change to SR 4.4 which would allow additional freedom of configuration for rear engined Class 4 cars, as opposed to Bajas.

There being no objection received, it was agreed it was appropriate to make a change to the regulation.

OR 1027 It was moved L Svenson/M Emmins that

SR 4.4 be amended as follows:

“... rear wheel hub centres.

~~In rear engine vehicles, the original engine/gearbox/final drive configuration, in relation to the body, must be retained.”~~

CARRIED 6 – 0 – 1

4.9 Fuel Cut Off

The Commission noted the inclusion in the 2006 CAMS Manual of Motor Sport.

4.10 Battery Isolation Switch

The Commission noted the inclusion in the 2006 CAMS Manual of Motor Sport.

Mr Barnacoat advised the Commission that the new wording of GR 25 referring to an isolation switch was not clear enough and that the intention of the regulation was not being conveyed.

AORCom discussed at length and it was agreed there was a level of confusion.

OR 1028 It was moved B Erceg / M Emmins that

GR25 be clarified through the release of a Bulletin, with an implementation date of 1st July 2006, as follows:

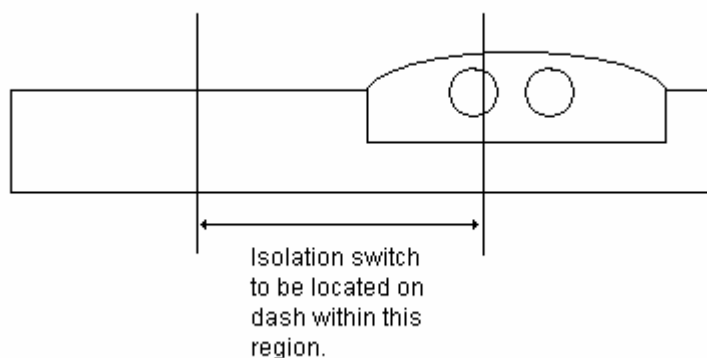
“All vehicles will be equipped with a battery isolation (master) switch which effectively isolates all electrical circuits from the battery and stops the engine.

It shall be located in the centre third of the dashboard (e.g. in the vicinity of the windscreen spreader bar), and be capable of being operated by the seated driver or co-driver (and preferably both) and also be accessible from outside the vehicle. The position of the switch shall be clearly marked by a symbol showing a red spark in a white-edged blue triangle on the exterior of the vehicle.

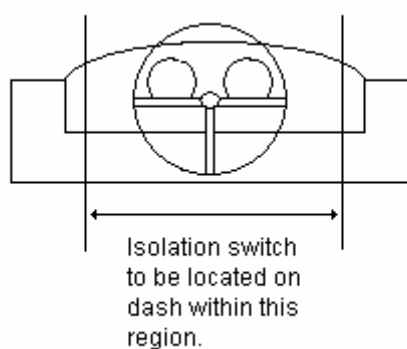
A second switch, or a remote means of operating the main switch, which can be operated from outside the vehicle is recommended. Where competitors incorporate an external or remote operating device (eg, pull cable) in addition to the internal switch, it shall be located in the vicinity of the base of the driver-side “A” pillar.

Refer diagram for mounting location guidance:

Two Seat Vehicles



Centrally Mounted Single Seat Vehicles



CARRIED 7-0-0

Note: This item requires to be added to the scrutiny check list and that all competitors found not currently in compliance should be advised during scrutiny that the regulation will be clarified and come into full effect as from 1/7/06.

ACTION

CAMS

4.11 Spark Arrestor / Muffler

The Commission noted the inclusion in the 2006 CAMS Manual of Motor Sport.

4.12 Class 6 Restrictor Plate / Intake Manifold

The Commission discussed the situation regarding the various interpretations/understandings regarding the shape of the lead in and out to the restrictor.

There had been also been some suggestions that an increased restrictor size would be desirable, and likewise there had been others that suggested that this would lead to an increase in horsepower and thus cost in driveline components.

It was AGREED that the restrictor would remain the existing size and that the lead in and out would be free, and that appropriate wording to reflect the agreed position would be floated.

The following change is proposed to finally clarify the matter:

- *The inlet manifold/plenum volume may not exceed four litres as measured between the gasket face (at the head) and the throttle plate/s for all engines. ~~In the case of carburettor induction, the inlet manifold may be replaced or modified, or, if fuel injected, be from the series production engine, which may be modified providing the identity of the original component can be established.~~ **The inlet manifold is otherwise free.***

- *A single restrictor plate of at least 3mm thickness complying with drawing C6-1 & C6-2 with an orifice of a maximum of 23mm internal diameter must be fitted between either the carburettor base and inlet manifold; or the throttle body and plenum chamber of EFI engines, as applicable. All air for the combustion process must be drawn into the engine through the single restrictor plate. **The shape of any attachment on either side of the restrictor plate ('lead in, lead out') is free.***

Provision must be made for the application of a seals which must be affixed by a CAMS licensed scrutineer, who shall confirm the specification of the restrictor plate. Any such seal must prevent the removal of the restrictor plate and shall remain in place throughout the competition, and may not be removed without the approval of the Chief Scrutineer.

4.13 Class 2 Capacity Limit

AORCom considered the issue, noting the significant level of desire to remain with the present capacity and **RESOLVED** that it is not moved to change the capacity for Class 2.

4.14 Chassis Numbers

The Commission noted the inclusion of the requirement in the 2006 CAMS Manual of Motor Sport.

4.15 Class Consolidation

Discussions took place with members of the SA Off Road Advisory Panel present.

The Commission noted that for more than a decade there has been an ambition to rationalise the existing off road class structure. The existing class structure is seen as onerous and certainly difficult to comprehend by casual observers, through to the Board of CAMS, whilst experienced motor sport journalists have often been critical and aggravated by these complexities.

In addition to the aforementioned, an increasing variance in the performance of 'high investment' Class 1 and 9 vehicles, versus those at the opposite end of this league has emerged and there is a view this anomaly can also be addressed.

The Commission used the following suggestion which had been mooted in SA as a starting point for discussion:

| | |
|-----------|------------------------------------------------------------------|
| Class "A" | 1650 - 6000cc –incl. all cars with 'A' arm suspension, dog boxes |
| Class 1 | 1650 - 4000cc - trailing arms, no turbo |
| Class 2 | 1 seat up to 1600cc 2 seat up to 1800cc |
| Class 4 | 2 or 4WD up to 6000cc modified |
| Class 5 | 2 or 4WD up to 6000cc Std/production |
| Class 6 | Class 6 as is, up to and including State level. |

A significant amount of discussion took place, involving all present. The following points are noted from the discussion;

- It was agreed there is a need to reduce the overall number of classes taking part in particularly the AORC.
- There was agreement that there is little reason for the split between Class 1 and Class 9, the relative benefits of each meaning that they offer similar performance when the cars are prepared to similar standards.
- The outright Class 1 performance is too great for most to aspire to and it would be desirable to have an intermediate step.
- Class 3 is no longer attracting the number of entries it had previously at AORC level, and it may be possible to merge it with the present Class 2 at AORC events.
- Although not presently well supported in terms of entries, Class 7 remains the most likely class in which a vehicle manufacturer will enter the sport.
- It was felt that engine capacity is the most definitive way of separating classes.
- There is no need or desire for any increase in capacity for current Class 2.
- It may be desirable to develop names for the Classes rather than simply the number, which would be easier for casual observers to understand and identify with.

From these discussions a revised proposal was arrived at.

OR 1029 It was moved L Svenson/B Erceg that

From 1 January 2007, Class 1 and 9 will be merged.

And that

The following revised Class Structure be floated for further consultation with the stakeholders, with a view to implementation of a revised off road class structure for 2007:

| New Class | Capacity | Description | Previous |
|-----------|---------------|------------------------------------------------------------------|--------------|
| 1 | 4001- 6000 cc | Including all turbos - 1 seat or 2 | Class 1 or 9 |
| 2 | 1650- 4000 cc | Normally aspirated - 1 seat or 2 | Class 1 or 9 |
| 3 | Up to 1650 cc | Engine capacity to remain at 1650 cc - 1 seat or 2 | Class 2 |
| 4 | Up to 6000 cc | 2 or 4WD - Modified - 1 seat or 2 | Class 4 or 8 |
| 5 | Up to 6000 cc | 2 or 4WD - Standard Production - 1 seat or 2 | Class 5 or 7 |
| 6 | No change | Up to State level <u>only</u> (restrictor plate) 2 seats | Class 6 |
| 7 | Up to 1330 cc | Up to state level, <i>combined with Class 3 for AORC</i> 2 seats | Class 3 |

It was noted that classes could be further subdivided under the Off Road Standing Regulations at state level and below.

CARRIED 6 – 1 – 0

It was believed by AORCom that such a rationalisation is realistic and workable. An implementation date of January 1, 2007 is proposed but not before additional consultation.

Between now and August each state panel will be discussing the model in detail and this information will be fed back to AORCom for further deliberation at its August meeting.

The model consists of a reduction to seven classes overall, but with only classes 1 to 5 eligible to compete in the AORC. The model is not final and comment is anticipated. Comment is to be encouraged via state panels or email AORCom at offroad@cams.com.au

ACTION:

All

Secretary's note: Some feedback received since the meeting has indicated that for cars up to 1650cc including the turbo equivalency factor, should be permitted to run in the proposed Class 3 rather than Class 1 (e.g. 950cc swept volume x 1.7 = 1615cc corrected capacity). There is some support for this suggested change, and this is amongst the issues that AORCom will discuss at their next meeting.

5 AUSTRALIAN OFF ROAD CHAMPIONSHIP

5.1 AORC Class Champion Point Score

The Commission discussed the point score system, particularly as it relates to the Classes Championship.

It was agreed that there should be additional incentive for those

OR 1030 It was moved L Svenson / B Erceg that;

For the Australian Off Road Championship pointscore, that from 1 January 2007, that should there be less than 5 competitors start an event in a particular class, that 75% of the points otherwise on offer will be available for that class. Where there are 5 or more competitors who start the event, 100% of the points shall be awarded.

CARRIED 5 – 1 – 1

5.2 Criteria for Holding an AORC Event

The Commission discussed what criteria should be considered when applications are received from organisers wishing to hold an AORC event, in particular for new events.

It was resolved that a set of criteria / guidelines be drawn up for use in all applications for AORC events. This document / template would draw from the Observers reports as to what criteria are required to be met.

ACTION

CA/AC/MZ

5.3 Late Time for AORC Rounds

The Commission discussed the need to allow for consistent late time for AORC rounds as put forward by Mr Barnacoat. Mr Rogers was able to outline his methodology to provide late time for the events he directs, noting that he made use of historical data as part of his methodology.

It was noted that an organiser should be capable of justifying to a competitor the amount of late time allocated to an event / section.

It was noted that all event organisers should endeavour to provide late time that was fair and considerate to all competitors, but that it was difficult to cater for scenarios, and still provide a reasonable time schedule.

AORCom clarified its understanding of a time penalty in relation to late time. It was **RESOLVED** that the penalty is applied to the results after its conclusion, and that if the penalty resulted in a total time which was greater than the time allowed for the event, that shall nevertheless *NOT* result in the exclusion of that vehicle/crew.

ACTION

JP

5.4 AORC Forum

The Commission noted that although a long day there were many positive outcomes from the Off Road Forum held November 19th 2005. It was important to continue to move forward on the items identified.

The date of the next Forum is scheduled for April 29th 2006 and this date should be circulated to the Off Road community via the www.offroadracing.com.au website to enable a greater awareness of it and allow for early contact with key stakeholders to be invited to participate.

ACTION

CAMS

5.5 AORC Sporting Regulations

Mr Clark had submitted to AORCom a revised version of the Australian Off Road Championship Sporting Regulations to be considered as there were some minor errors and anomalies which had crept in since the last review.

The Commission reviewed the amended regulations as presented, and a further revision is now being undertaken by Mr Clark to be resubmitted to AORCom via e-mail circulation for its approval.

ACTION

AC

5.6 Finke Desert Race – Finke Finish Line

AORCom noted the report from Mr Clark regarding his observations of the location of spectators (particularly indigenous children) at the finish at the Finke end of the course.

AORCom **AGREED** that steps had to be taken by the organisers to improve the safety situation, and advised that a risk assessment should be carried out on the siting and control of spectators in that location.

ACTION

CAMS/AW

6 OFF ROAD STANDING REGULATIONS

6.1 Off Road Standing Regulations Revision

Mr Clark had submitted a revised version of the Off Road Standing Regulations to be considered as there were some minor errors and anomalies which had crept in since the last review.

The Commission discussed and reviewed the regulations as presented, and a further revision is now being undertaken by Mr Clark to be resubmitted to AORCom via e-mail circulation for its approval.

ACTION

AC

7 OFF ROAD VEHICLES

7.1 Fuel

The Off Road Manager reported that with the introduction of the revised Schedule G in the CAMS Manual of Motor Sport 2006 there were now further developments and a means by which categories could seek to limit types of fuel used.

Following discussions on the philosophy of why the Commission felt it necessary to seek limitations on fuel including cost containment.

However, it was also agreed that in the interim that those competitors who had moved to FIA fuels and similar under the 2005 fuel regulations should be permitted to use the fuels that they had been using, under advisement that a change for 2007 was imminent.

OR 1031 It was moved B Erceg / M Emmins that

The Australian Off Road Commission wishes to see implemented a restriction in off road competition to commercial fuels with a maximum Research Octane Number (RON) of 99, which comply with the definitions of Commercial Fuel as outlined in Schedule G of the CAMS Manual of Motor Sport, subject to the approval of the Fuels Regulation Committee and the Board of CAMS as from 1/1/2007.

CARRIED 5 – 0 – 2

OR 1032 It was moved B Erceg / D Rogers that

In light of Minute OR 1031, that GR 27 to be amended as follows:

“GR27 Fuel and Fuel Fittings

Only **Commercial Fuel, Unleaded Racing Fuel (for the remainder of 2006 only)** and **Diesel** fuel as defined by CAMS in Schedule G may be used. The use of Avgas, Leaded Racing Fuel and similar fuels is specifically prohibited...”

CARRIED 6 – 1 – 0

ACTION

CAMS

7.2 Single Seat Buggies

There have been received a number of questions relating to seating position for Class 6 vehicles.

The Commission discussed this issue and also its potential to apply other buggy classes. It was agreed that there should be the ability to run as a single seat vehicle.

OR 1033 It was moved L Svenson / A Barnacoat that

From 1 January 2007, that article SR 9.5 be deleted, that GR 12 be amended and delete to allow the drivers seat to be either centrally located or to the left or right of centre, and that other relevant amendments be made to allow competition of vehicles in the present Classes 1, 2, 4, 6 or 9 as a single seat vehicle. Any such vehicle may only compete in that configuration if the unused seat and harness is removed.

CARRIED 6 – 1 – 0

ACTION

CAMS

7.3 Class 4 Baja

Mr Svenson advised the Commission of the concerns of a number of Class 4 - Baja competitors with regard to the strength and therefore reliability issues of Volkswagen gearboxes in these vehicles.

The Commission noted that Class 4 non - Baja vehicles provided freedom of gearboxes.

OR 1034 It was moved L Svenson / R Innes that

Article SR 4.11 of the Class 4 be amended as follows:

“SR 4.11 TRANSMISSION

The transmission is free. ~~The transmission casing must be of Volkswagen manufacture. Gear ratios, their number and staging are free.”~~

CARRIED 7 / 0 / 0

The Commission then considered further whether it was appropriate to merge Class 4 – Baja more fully into the Class 4 regulations; i.e. to allow Baja's to run with their existing bodywork which does not comply with the silhouette requirements of Class 4.

This is to be floated to competitors for comment and feedback through state panels or directly to AORCom/CAMS via offroad@cams.com.au.

ACTION

CAMS

7.4 Collapsible Steering Columns

Mr Barnacoat brought to the Commissions attention that GR 16 had been amended at some time and the wording allowing for a collapsible steering column resulting in an apparent anomaly in that the regulation allowed for *only* two universal joints to be incorporated in the shaft.

It was RESOLVED that the existing wording should be amended to read as follows:

“.....which incorporates **at least** two universal joints, the shafts.....”

It is noted that providing the minimum number of universal joints are included, a collapsible section can be included in the column.

ACTION

CAMS

8 GENERAL BUSINESS

8.1 Reconnaissance

A request has been received from Mr Phil Hateley for dispensation for the Pines event with regard to reconnaissance. The Event plans to use some public road (as a link between the Prologue area and the Forest area) as part of course.

The various Authorities have approved this but only allow for Road closure on one day (being the race day). This presents some problems for Competitors being able to do reconnaissance in their Competition Vehicle where these vehicles are not registered for use on Public roads.

Given the number of events that seem unable to comply with this regulation, it was felt that the regulation was now redundant. However, it was agreed that where it was impossible there must be provision made by the organisers for competitors to undertake reconnaissance in a 4x4 vehicle.

OR 1035 It was moved L Svenson / A Barnacoat that

Article 4.11 be amended as follows:

“.....within 48 hours of the start of the event. **It is recommended that** competitors ~~are to~~ be allowed to use either their competition vehicles or suitable road car, with those using non-competition vehicles not being allowed to start until those in competition vehicles have had reasonable

opportunity to do so. **Where competitors are unable to use their competition vehicle, provision must be made by the organisers for competitors to be transported over the competition course during reconnaissance.**"

CARRIED 7/0/0

ACTION

CA

8.2 Succession Planning

AORCom noted that there was a continuing problem with regard to succession planning.

It was agreed that there should be further discussion regarding the identification of new people capable of taking on higher level roles in off road events, and encouraging and training them within both the CAMS system and as part of the organising committees of higher level events.

8.3 HANS Device

AORCom noted the recent findings by the Victorian Coroner in the investigation into the death of Stewart McColl in relation to the HANS device. The Commission noted that there are two competitors known to be using HANS devices in off road competition currently.

Further investigation into the suitability of the HANS device for Off Road competition given the rough conditions which are experienced is required before any decision can be made. It was suggested that such information may be available from U.S. sources.

8.4 Media Accreditation

The Commission discussed whether there was a need to implement a media accreditation scheme similar to that which was used in the ARC.

The consensus was that whilst there was a need for a scheme, there are some aspects of the ARC model that may not be required for the AORC.

Mr Rogers brought it to the Commissions attention that he had implemented a media accreditation scheme at the Pines and Griffith events and had declined accreditation to some applicants previously. He also noted that he had conducted a media briefing at each of the events.

Mr Rogers advised he was willing to work on a draft media accreditation scheme relevant to the AORC to be available for review.

Mr Rogers is to be provided with an electronic version of the ARC document to work from.

ACTION

CAMS/MR

8.5 Apparel

Following the request of the Queensland State Scrutiny Panel and subsequently the Queensland State Council to consider changes to the apparel requirements at off road events, the Commission considered and discussed the matter.

It was noted that recently there had been changes adopted for 2007 for rallying, and some of these measures were felt to be applicable for off road.

OR 1036 It was moved I Svenson / M Emmins that

From 1 January 2007, and recommended in the meantime, it shall be a requirement at minimum that crew members are required to wear:

- One piece driving suits made from flame retardant material;
- Flame retardant boots and socks;
- It is recommended that a separate balaclava, t-shirt, underwear and socks, all made from a material complying with ISO 15025:2000 or ISO 6940, or alternatively of cotton or wool be worn.

CARRIED 7 – 0 – 0

ACTION

CAMS

The Commission noted that many competitors already wore apparel that complied with the requirement and that such apparel was not prohibitively expensive with a new suit cost of approximately \$300.00.

The Commission was not moved to introduce any further requirements at this time.

8.6 Pro-forma Medical / Emergency Response Plans

The Commission noted the apparent disparity between the pro-forma plan, and the provisions of Section 2 of the Manual, which requires a 'B' standard plan for State Championship events. This is to be rectified.

It was recommended that all events that they consider expansion of the plan over the minimum requirements, particularly to cater for remote rescue situations.

ACTION

CAMS

9 CLOSE

9.1 The next meeting is scheduled for August 5th & 6th 2006 in Melbourne.

The Meeting closed at 1.10pm.