



AUSTRALIAN OFF ROAD COMMISSION

Minutes of the Meeting held at CAMS National Office August 5th and 6th 2006

- Present: John Paterson (Chairman), Marilyn Emmins, Ben Erceg, Adam Barnacoat, Daniel Rogers, Bruce Waldron, Laurence Svenson, Peter Marcovich (CAMS Board Member), Robert Piper (CAMS Board Member), Campbell Andrea (CAMS Manager Off Road), Mark Zellner (Minute Secretary)
- Visitors: Murray Rogers (Event Director / Offroadracing.com.au)
Craig Porter (Event Director)
Matthew Martin (Competitor)
- Apologies: Andy Clark
Morrie Williams
- Meeting start: 8.45am

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.

The Chairman further noted that he and the other members of the Commission noted the resignation of Commission member Mr Russell Innes. The Commission regretted his departure as he had provided a great deal of knowledge and feedback to the Commission during his tenure, however it understood his reasons and wished him well for the future and still look forward to seeing him at events from time to time.

1.2 Additional agenda items:

The following additional agenda items were accepted.

2 MINUTES OF THE PREVIOUS MEETING

2.1 Approval of previous minutes:

OR 1037 It was moved M Emmins / 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

2.2 Decisions between meetings

2.2.1 The decision with regard to the Start order for the Pines Enduro - Millicent was noted.

3 REPORTS

3.1 Board Members Report

Mr Marcovich provided the Commission with a verbal report.

3.2 State Reports

QLD Mr Svenson reported that there were no issues currently and that event entries were up on previous year.

WA Mr Rogers reported that there were increasing numbers of competitors and new cars' being constructed which they felt has partly been attributed to the Hyden 400 being a part of the AORC. There were no other significant issues to note.

NSW Mr Barnacoat noted that NSW was awaiting further information on OH&S requirements and this was the main issue of concern for organisers and clubs.

VIC Mrs Emmins advised the Commission that 4 rounds of the Victorian Championship had been held with any one of 4 people possible of winning following the final round. Five people from the Off Road fraternity had attended the recent meeting with regard to OH&S requirements.

SA Messrs Erceg and Waldron noted that the composition of the South Australian Off Road Panel was working well. The season had seen a good start with an average field size of 32. The Panel were awaiting the meeting regarding the OH&S requirements

3.3 Finance

A report from the Finance Department was provided. In general terms from the report indicated Off Road is on track, though there are some areas that require some resolution.

ACTION

CA

3.4 Officials Report

Mrs Emmins advised that the new face to face modules had undergone trial and some minor work was required.

3.5 Technical Commissioner Report

Mr Williams was unable to attend the meeting, but had provided a verbal report via phone prior to the meeting.

In general, scrutiny in off road requires further refining. The importance of these checks needs to be reconveyed to scrutineering teams.

The Commission also noted that whilst there have been a number of tests and notification of noise infringements in the AORC since the Off Road noise meter had been purchased that it requested the State Panels review the current noise regulations with a view to "tightening them up" further.

The Commission is to provide Mr Williams with further guidance on any particular Technical items that should be looked into at AORC events.

4 MATTERS ARISING FROM PREVIOUS MINUTES

4.1 Logo

The Commission again discussed the requirement for a National Off Road logo and those provided following the last meeting did not meet with approval. A quote was provided to the Commission from an outside source, and the Commission requested the administration seek from the finance department a budget to move this issue forward.

ACTION

CAMS

4.2 Single Event Drivers Licence

The proposal to the Audit and Finance Committee for the introduction of a single event driver's licence did not meet with success. Further work and fresh detail on the application and effect on revenue on such a licence is required prior to resubmission to the Audit and Finance Committee.

ACTION

CAMS

4.3 Off Road Emergency Plan / Procedures

It was noted that at the previous meeting the following had been adopted:

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.”

It was noted that ARCom had recently adopted some changes to the regulation, upon which this is based. The amendment to the Rally emergency procedures will be incorporated into the Off Road emergency procedures.

OR 1038 It was moved M Emmins / L Svenson that

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

Stationary vehicles on the course: In the event of a car stopping in a special stage a warning triangle must be displayed in a conspicuous position at least 50 metres behind the car **except where the car does not present a hazard to any following cars and crew or the crew of the stopped car. Following** crews sighting the warning triangle must drive with caution and reduce speed until the stopped car has been passed.

In the event... ..following cars.

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 location **and no longer presents a hazard** or they recommence the competition.

CARRIED

ACTION

CAMS

4.4 2006 Australian Off Road Championship Organisational Requirements

OR 1039 It was moved M Emmins / L Svenson that

The (revised) Organisational Requirements for Australian Off Road Championship events be adopted for the 2007 Australian Off Road Championship.

CARRIED

The AORC Organisational Requirements will be distributed to 2007 AORC Organisers at the earliest opportunity.

ACTION

CAMS

4.5 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

4.6 Class 4 Engine / Transmission Layout

Refer to Minute item 4.10 where complete changes to Class 4 are noted.

4.7 Fuel

The Commission noted that the recommendation to the Fuels Regulation Committee had not been accepted.

The Commission notes that GR 27 will continue to apply for Off Road competition and further notes the existing restriction to Commercial Fuels (as defined by CAMS) and Diesel and LPG.

It should be noted that some types of fuels are not able to be used under this regulation.

The Commission further noted a request to the Tasmanian State Council from the Peron Sand Enduro organisers for consideration to use leaded fuel.

The Commission noted that the use of leaded fuels including Avgas is prevented under the Off Road regulations, and that the Commission would not be in support of any change to that position. This is to be advised to the club via the CAMS State Manager – Tasmania Mr Terry Curtain.

4.8 Battery Isolation Switch

The Administration has been receiving a number of queries on the regulation as currently written and as proposed in the March meeting minutes. The Commission discussed the new recommendation for the wording of GR 25.

OR 1040 It was moved L Svenson / B Waldron that

From 1 January 2007, GR 25 be amended as follows;

GR 25 BATTERY AND BATTERY MARKER

The battery must be securely attached to the body or chassis and effectively covered so as to prevent spillage, even in the case of inversion. There shall be attached to the coachwork a 150mm blue triangle marker indicating the location of the battery or isolation switch. A battery isolation switch shall be fitted to all cars **which effectively isolates all electrical circuits from the battery and stops the engine.**

It shall be located in ~~the centre third of the dashboard, and be~~ **an area** capable of being operated by the seated driver and co-driver. ~~and also be accessible from outside the vehicle.~~ **Where the switch is not readily accessible from outside, an external switch or remote operating device (eg, pull cable) shall be located in the vicinity of the base of the driver side "A" pillar.** The position of this switch shall

be marked clearly by a symbol showing a red spark in a white-edged blue triangle on the exterior of the vehicle.

~~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~~

CARRIED

Note: This item is required to be added to the scrutiny check list.

ACTION

CAMS

4.9 CLASS 4 BAJA

AORCom discussed changes to Class 4 following feedback from competitors that Class 4 – Baja be more fully merged into the Class 4 regulations.

It was agreed Bajas will be permitted to run as Class 4 with their existing bodywork (which does not comply with the current silhouette requirements of Class 4) and to provide the same transmission freedoms.

OR 1041 It was moved L Svenson / B Waldron that

The Class 4 regulations be amended as follows with an implementation date of 01/01/2007:

Class 4 – Two-Wheel Drive (Modified)/Baja ~~Two-Wheel Drive (Modified)~~

Engine capacity: not exceeding 6000cc for all events.

SR 4.1 ELIGIBILITY/DEFINITION

A two-wheel drive automobile, as defined in GR 1, and which may be fitted with either one or two seats. The front and rear of the body must substantially resemble that of the production vehicle from which it is derived, or that of a VW Baja, **the body of which must be a Type One Volkswagen hardtop sedan which may be modified as specified hereunder.** Vehicles must comply with GR 2-29 and, if required by regulations for a specific event, GR 30-36.

The use of chassis/cab vehicles without rear bodywork, and of tray top vehicles, is prohibited on the grounds of safety.

All modifications are allowed, save for the restrictions specified hereunder.

SR 4.2 COACHWORK/CHASSIS

The body must be derived from a production two-wheel drive vehicle and substantially resemble it.

The height, width and length may not be reduced from that of the bodyshell from which the vehicle is derived.

Baja

i) Bodywork forward of the front axle and rearward of the engine bonnet hinges may be removed and/or altered in design and/or material.

ii) Mudguards front and rear must not be less than 840mm in length, and 200mm in width at the widest points.

The chassis is free.

SR 4.3 ROLL OVER PROTECTION

A roll cage of at least Type 3, as specified in Schedule J, must be fitted or alternatively must incorporate a frame which complies with GR9.

SR 4.4 ENGINE

The engine is free, subject to it being of not more than 6000cc capacity. Modifications to the engine are free.

The location of the engine is free, save that no part of the cylinder block may extend across a line drawn at right angles to the longitudinal axis of the car, at a point halfway between the front and rear wheel hub centres. ~~In rear-engined vehicles, the original engine/gearbox/final drive configuration, in relation to the body, must be retained.~~

SR 4.5 TRANSMISSION

The gearbox, housing, transfer case, differentials and axle housings are free.

SR 4.6 ELECTRICAL

The requirements of GR 24-26 must be complied with.

CARRIED

ACTION

CAMS

4.10 CLASS 6 RESTRICTOR PLATE / INTAKE MANIFOLD

The Commission noted that as AGREED at the March 2006 Meeting the restrictor would remain the existing size and that the 'lead in and out' would be free. This change is to be reflected in the 2007 CAMS Manual.

4.11 Class Consolidation

AORCom reviewed the feedback received from the competitor base in response to the proposed class restructuring floated following the March 2006 Commission meeting.

OR 1042 It was moved L Svenson/A Barnacoat that

The following structure has been decided upon and will be introduced for all levels of the sport from 1 January 2007:

Type	Capacity	No. of Seats	Competition No.
Buggy	over 1650cc up to 6000cc (including forced induction)	1 or 2	2 digits only *
Buggy	under 3500cc (naturally aspirated only)	1 or 2	starts with 1
Buggy	over 1330cc up to 1650cc	2	starts with 2
Buggy	up to 1330cc	2	starts with 3
2WD	up to 6000cc	1 or 2	starts with 4
2WD	up to 6000cc	2	starts with 5
Buggy	up to 1650cc (state level only)	2	starts with 6
4WD	up to 6000cc	2	starts with 7
4WD	up to 6000cc	2	starts with 8

Note: Other than the under 3500cc buggy class, all class capacities are inclusive of the applicable turbo/supercharger and rotary equivalence factors (1.7 & 1.8 respectively).

** The Competition numbering system for buggy over 1650cc up to 6000cc including forced induction is yet to be confirmed.*

The Chairman noted that there had been some views expressed to him regarding an increased capacity for 'Class 8'. Discussion ensued regarding the possibility of increasing the capacity of the final 4WD class to 7200cc. Some concern was raised over the potential increase in performance. A motion was put forward to test the concept.

OR 1043 It was moved B Waldron/B Erceg that

The modified 4WD class be permitted a maximum capacity of 7200cc, inclusive of any relevant turbo/supercharging/rotary equivalency factors.

LOST

1/5/0

It was agreed that the classes should be named and that additional work should be conducted on this aspect of the proposal.

5 AUSTRALIAN OFF ROAD CHAMPIONSHIP

5.1 AORC Class Champion Point Score

The Commission noted the following regulation adopted at the March 2006 meeting which shall be included in the 2007 CAMS Manual and promulgated via the AORC newsletter and www.offroadracing.com.au

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.

5.2 Criteria for Holding an AORC Event

The Commission noted in discussing the criteria for holding an AORC event that the following amendment approved at its February 2004 meeting had not been incorporated into the CAMS Manual.

~~"4.1 General: All rounds will be long course Off Road events, as defined by CAMS. The minimum length of each event shall be 250km, save for cases of force majeure CAMS may give recognition to event in which the total length has been reduced to a lesser distance. In determining the structure of the Australian Off Road Championship, the Australian Off Road Commission will consider applications from organisers/promoters to conduct a round. Such applications shall incorporate a description of the planned event."~~

The administration will effect the change to the 2007 AORC Sporting Regulations.

5.3 AORC Calendar

AORCom met with representatives of various events who applied to hold an AORC round for season 2007 on the Saturday prior to the Commission meeting. The Commission found it encouraging to note that so many applications of such high quality had been received though acknowledged that with some date clashes in the proposals received it would make the task of choosing events for the 2007 Calendar challenging.

The Commission wish to express their gratitude to all those who applied to hold an AORC event and for taking the time to attend the face to face meeting and presentation.

Prior to discussing the AORC Calendar for 2007 the following Commission members declared an interest;
Mrs Marilyn Emmins – Sunraysia 500
Mr Daniel Rogers – Hyden 400

After lengthy discussion following receiving a number of well documented and supported event proposals the Commission agreed on a calendar.

OR 1044 It was moved D Rogers/B Erceg that

Subject to approval by the Board of CAMS, the following rounds will comprise the 2007 Australian Off Road Championship calendar:

Rnd 1:	6-9 April	ARB/Statewide Group Hyden 400, WA
Rnd 2:	9-11 June	Tattersalls Finke Desert Race, NT
Rnd 3:	14-15 July	Teagle Excavations Pines Off Road Enduro, SA
Rnd 4:	18-19 Aug	Milbrodale Mountain Classic, NSW
Rnd 5:	22-23 Sep	Sunraysia 500, VIC**
Rnd 6:	27-28 Oct	Beaurepaires Goondiwindi 400, QLD**

*** Note: These two venues are subject to confirmation. A possibility exists that the two events will swap dates.*

CARRIED 4/1/1

Secretary's note: Subsequent to this decision, additional information regarding the length of the Milbrodale track, and the desire of many AORC competitors to have only five events comprise the Championship, AORCom has decided to not include the Milbrodale event in the 2007 AORC.

5.4 AORC Forum

The Commission noted the outcomes from the Off Road Forum.

5.5 AORC Sporting Regulations

The Commission wish to note it is extremely appreciative of the work put in by Mr Clark in reviewing and revising both the AORC Sporting Regulations and the Off Road Standing Regulations.

The Commission reviewed the amended regulations as presented.

OR 1045 It was moved L Svenson / D Rogers that

The 2007 AORC Sporting Regulations be adopted as tabled.

CARRIED

ACTION

AC

5.6 Finke Desert Race – Finke Finish Line

AORCom noted that appropriate steps had been taken by the organisers to improve the safety situation on the siting and control of spectators in the finish location.

5.7 Provision of Results to CAMS for AORC Point Score

The administration provided a sample of the format in which results should be forwarded to CAMS to be used in compiling AORC point scores.

OR 1046 It was moved L Svenson / B Erceg that

The sample format be sent to all event organisers for use and that it be included in the Organisational Requirements for AORC events.

CARRIED

ACTION

CAMS

5.8 AORC Media Accreditation

Mr Murray Rogers provided the Commission with a Media Accreditation document for AORC events.

OR 1047 It was moved L Svenson / A Barnacoat that

The AORC media accreditation document as provided is to be adopted for all AORC events from 2007.

CARRIED

ACTION

CAMS

The Commission further agreed in principle that the State Panels are to review the document with a view to implementing this for all other off road events.

6 OFF ROAD STANDING REGULATIONS

6.1 Off Road Standing Regulations Revision

The Commission discussed and reviewed the regulations as presented,

OR 1048 It was moved L Svenson / M Emmins that

The revised Off Road Standing Regulations as presented to the Commission be adopted from 1st January 2007.

CARRIED

ACTION

CAMS

6.2 Course Marking – Danger and Caution

AORCom discussed at length, the recommendation put to it by AORC Series Steward Mr Andy Clark with regards to course marking. In the course of discussion Mr Murray Rogers provided the Commission with a copy of a document currently in use for course marking. (refer below)

The Commission resolved that it was not moved to adopt the proposal put to it by Mr Clark however it was **RESOLVED** that the document provided to the administration by Mr Rogers was to be incorporated into the Off Road Standing Regulations.

7. COURSE MARKING

7.1 Marking: The course is to be clearly marked, and examples of all signs used for course marking must be prominently displayed at the start.

Unseen or blind hazards such as ditches, stumps, drop-offs, gates, gate posts or fences on or near the course are to be identified to competitors in advance by means of appropriate markers or hazard signs on these object and placed on both sides of the course where appropriate (except that the absence of any such sign shall not be grounds for protest).

7.2 Course markers: Markers and caution signs must be as follows:

- (i) Direction Arrows: all direction arrows must be red on a white background.
- (ii) Danger Sign: plain sign of vivid red, on each side of the track.
- (iii) Pre-danger Sign (at least 100m before the danger sign): red dot, at least 150mm diameter, on a white background.
- (iv) Caution Sign: Solid Red Triangle on white background place on the caution
- (v) 'No Road' Sign (along the relevant side track as close as practicable to the intersection): black X on an orange background.

7.3 Method of using markers: All markers should be placed where they are least likely to be displaced by competing cars.

Track markings



Arrows

Indicate direction of travel,

On the left hand side of the course, clearly visible 40 - 50 metres before the corner.

Use two arrows, one on each side of track to have cars go between.

Large arrows (eg. Pines Enduro) Head on at the corner, must be preceded by the regular directional arrow 50 metres before.



Caution

On the caution, both sides of the track



Pre Danger

Approx 100 metres before danger, both sides of track



Danger

On danger, both sides of the track



No Road

On the no road, clearly visible

7 OFF ROAD VEHICLES

7.1 Single Seat Buggies

The Commission had discussed this issue at its previous meeting as part of the proposal for the class restructure and there had been much feedback on the topic.

As part of the restructure agreed at this meeting it was agreed there would be three classes which could run with one or two seats.

OR 1049 It was moved L Svenson / A Barnacoat that

Where the class rules permit, the drivers seat may be either centrally located or to the left or right of centre. Any such vehicle may only compete in that configuration if an unused seat and harness is removed.

CARRIED 6 – 1 – 0

ACTION

CAMS

7.2 Collapsible Steering Columns

The Commission noted the following amendment to GR 16 would be included in the 2007 CAMS Manual.

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

ACTION

CAMS

7.3 Trike and Odyssey Racing Club

AORCom reviewed and discussed the information provided regarding the competition being conducted by the Trike and Odyssey Racing Club.

The Commission noted that currently these vehicles and the competition format did not comply with the current Off Road regulations.

The Commission noted it would welcome the Trike and Odyssey Racing Club under the umbrella of AORCom, however there would be a requirement for them to comply with the existing off road sporting regulations.

In regard to technical regulations, if the present requirements proved appropriate, then these would be recognised, however, there would be no possibility of interchange in the same event between the cars complying with the existing regulations and the proposed vehicles, principally due to different sizes of cars and likely different safety provisions in some areas.

The Board Members indicated that they would investigate the matter further.

ACTION

BP / PM

7.4 Dust Lights

AORCom considered the recommendation received regarding the switching of dust lights.

In considering the issue the Commission felt that this change would not create any major imposition on competitors in having to comply with this requirement and in light of the Donald incident would improve safety levels for all competitors in dusty conditions.

OR 1050 It was moved D Rogers / M Emmins that

GR 24 Lighting is to be amended as follows with an implementation date of 1/1/2007

GR 24 LIGHTING

All vehicles must be fitted with at least one rearward facing red stop lamp, of at least 21 Watts power. It is an offence to control the operation of the lamp other than by the foot brake.

Vehicles must also be fitted with at least one rearward facing amber lamp, of at least 18 Watts power and wired so that it operates at all times when the **main power** ignition is switched on. **No additional switch on this light is permitted.**

CARRIED 5 – 1 – 0

ACTION

CAMS

8 GENERAL BUSINESS

8.1 Reconnaissance

The Commission discussed the need to revise the wording of Article 4.11 reconnaissance due to the varying abilities of organisers to obtain road closure for the purpose of reconnaissance in events being run in the AORC.

AORCom **RESOLVED** that following discussion on the proposed wording, further refining would be required, the following being suggested.

“.....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 due to registration requirements or due to unsuitability of their road vehicle, competitors may make application to the organisers no later than 7 days prior to the event to be transported over the competition course during reconnaissance as arranged by the organiser.**”

ACTION

CAMS

8.2 Succession Planning

AORCom noted and was mindful that there was a need to consider succession planning.

The Commission noted that Mr Garry Connelly Chairman of ARCom had recently raised the topic in the Rallysport Magazine column he provides and that as a result two people had expressed interest.

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.

ACTION

ALL

8.3 UHF Radios in Cars

The South Australian State Off Road Panel put a recommendation to AORCom to provide that all vehicles be fitted with an operational UHF radio which would allow car to car communication for passing and car to service crew communication for recovery which would be monitored by the event HQ.

The Commission considered the matter and agreed with the proposal but noted some additional requirements should be in place these being that event organisers are to advise at the competitor briefing which channels were designated for car to car, which were for the recovery teams and which were for the exclusive use of the organiser.

OR 1051 It was moved L Svenson / B Waldron that

The following regulation be added to the Off Road Standing Regulations as new Article 4.8, to be compulsory in all AORC rounds from 1/1/2007, recommended for all other events and that it be foreshadowed that it will be compulsory for all other events as from 1/1/2008.

“All vehicles are required to be fitted with an operational UHF radio, either hard wired or portable, of at least 5 watt power output. If the radio is equipped with ‘VOX’ this must be disabled. Any transmissions between competitors and their crews must be on a channel other than those advised by the organisers for car to car, recovery crew or otherwise designated for use by the organisers. Any car to car communication is to be limited to occasions where cars are seeking to pass the car in front.”

CARRIED

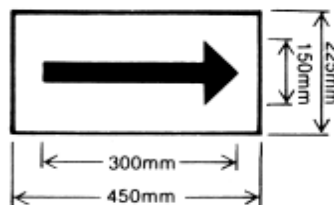
ACTION

CAMS

8.4 Direction Arrows

The Commission discussed the recommendation from Mr Clark regarding a policy on positioning and sizing of directional arrows at all events, and the current requirement for the series steward to report on the adequacy of the arrows.

The Commission **RESOLVED** that the dimension arrows shall be sized and designed as noted below and that they are to be placed between 40 – 50m before the corner.



DIRECTION ARROWS

*Red Arrow
on White Background*

ACTION

CAMS

8.5 Penalty for Infringement during Prologue

Refer to Minute item 8.6 below.

8.6 Seeding

Mr Svenson recommended to the Commission that there required to be a change to the regulations where an infringement occurred during the prologue. It was noted that the purpose of the prologue was to sort the vehicles into a relative speed order for safety, however where a competitor infringed the

regulations during prologue it may send them back in the field for the starting order thereby negating the safety aspect of prologue.

Mr Svenson further recommended that the seeding position be amended to permit competitors to be seeded within the top ten percent where the field size was less than 100 as with the current provisions a top competitor may potentially in an event with less than 100 entries be seeded in a position behind slower cars therefore increasing the risks.

OR 1052 It was moved L Svenson / A Barnacoat that

8.2 of the Off Road Standing regulations be amended as follows

“...starting position based on information before them. Otherwise such **drivers/crew** will be allocated starting places behind those who did complete the prologue. For rounds of the AORC no competitor who has applied to be seeded may be seeded within the top 10 **percent of cars starting the event, if less than 100; and not within the top ten cars if more than 100** ~~outright positions.~~

Where a driver/crew is deemed by the Stewards to have infringed the regulations during prologue, that driver/crew will be deemed not to have finished prologue and shall be seeded as such. The penalty for an infringement during prologue shall be a time penalty of 5 minutes to be added to their Section 1 time at the end of the event. Should the circumstances warrant, the Stewards may apply additional penalty. The penalty shall be recorded, irrespective of whether the driver/crew finishes.

A driver/crew may make only one attempt at the prologue. This shall not prevent event organisers from conducting “Top 10 Shootout” type activities.....”

CARRIED

ACTION

CAMS

8.7 Head Restraints

The Commission discussed the matter of Head restraint systems and noted that the AMRC has foreshadowed implementation dates for circuit racing events following the FIA's decision to implement the requirement for all international events in the near future.

The Commission discussed those systems currently meeting FIA requirements and other devices such as the Leatt-BraceTM currently undergoing SFI testing.

The Commission awaits guidance from the CAMS Technical department as to what standards may be listed as acceptable for use in motor sport events in Australia.

AORCom foreshadowed a possible implementation date of 1/1/2009 for Off Road events but would not commit to a timeframe until further developments on neck and head restraint systems currently being developed and tested.

8.7 Off Road Checker

AORCom discussed the recommendation to introduce the requirement for an independent Checker for each event, who will check that the event complies with the ORSR in regards to marking and applicable safety expectations, including spectator locations.

The Checker Report could be provided to the Stewards upon arrival at the event, or perhaps to the State Office prior to issue of the permit as occurs in rallies.

A job description will be written for the approval of AORCom.

It was noted that this role was different and independent of the role of a Compliance Checker.

The Commission **AGREED** to this role being introduced in AORC events and that this was to be funded by the individual event organiser. In principle it was also felt to be appropriate for other levels of off road activity. The Commission members are to take this to their respective State Panels to be considered for introduction at State and Club level events.

ACTION

ALL

9 CLOSE

- 9.1 The next meeting is scheduled for March 10th and 11th 2007 in Melbourne.

The Meeting closed at 3.15pm.