



AUSTRALIAN OFF ROAD COMMISSION

Minutes of the Meeting held at CAMS National Office
March 10th 2007

Present: John Paterson (Chairman), Ben Erceg (Deputy Chairman), Marilyn Emmins, Daniel Rogers (appointment pending), Michael Taylor, Bruce Waldron, Robert Piper (CAMS Board Member), Campbell Andrea (CAMS Manager Off Road), Mark Zellner (Minute Secretary).

Visitors: Andy Clark (AORC Series Steward)

Apologies: Morrie Williams (Technical Commissioner)
Sue Zettl (appointment pending)

Meeting start: 9.35pm

1. OPENING

1.1 Opening

John Paterson welcomed all attendees, and thanked Michael Taylor for his presence and welcomed him to the Commission.

Mr Erceg raised the matter of the potential for Commissioners to hold portfolios, similar to the manner that the Australian Rally Commission has adopted for 2007.

It was **AGREED** that to start the process (which may be subject to some further refinement), the following portfolios would be allocated:

Officiating:	Marilyn Emmins
OH&S/Risk Management:	Ben Erceg
Sporting Issues:	Michael Taylor/Daniel Rogers
Technical:	Bruce Waldron/Daniel Rogers

Where matters relating to these areas arise, they should be referred to relevant person for comment/recommendation to AORCom.

1.2 Additional agenda items

The following were accepted as additional agenda items:

- Reconnaissance
- Helmet Visors

- Regrouping

The agenda was approved.

2. MINUTES OF THE PREVIOUS MEETING

2.1 Approval for the previous minutes

OR1053 It was moved by M Emmins / B Erceg that:

The Minutes of the previous meeting held on Saturday & Sunday August 5th & 6th 2007 be accepted as a true and accurate record of the meeting.

CARRIED

2.2 Decisions made between meetings:

OR1054 It was moved M Emmins / B Erceg that

The decisions relating to the following matters be accepted:

- (a) Apparel requirements (2 piece suits)
- (b) Signage implementation date
- (c) 2007 AORC Sporting Regulations
- (d) Pickering Pajero technical dispensation

CARRIED

3 REPORTS

3.1 Board Members Report

Mr Piper provided the commission with a verbal report. He noted that the revised class structure was to be ratified by the Board. Also discussed were issues arising out of NSW.

3.2 State Delegate Reports

QLD

Mr Taylor advised there had been one event to date with a good turnout of new cars and a general increase in numbers. A number of the new cars were in the new Prolite class which appears to have been well accepted. He noted that the Goondiwindi AORC event was looking likely to proceed.

WA

Mr Rogers reported that the first round of the WA state championship was the best attended first event of the series for some time. He felt that this was a good sign for 2007.

He noted that the Panel is meeting bi-monthly depending on the nature of the agenda.

NSW

No report at this time.

VIC

Mrs Emmins reported that there were 3 new members of the Victorian Off Road Advisory Panel which had met once for 2007.

The VORC will consist of four events, the first being Donald at Easter, though at the time of the meeting entries were low. The Mallee Shield will consist of seven events and there will be some events at Geelong. There is some concern over the potential for lower entry levels, which will be monitored.

SA

Mr Waldron reported that at this stage 2007 was looking good in event and entry terms. No issues had arisen at the time of the meeting and a number of new cars were expected to be presented. The first event was to be held the weekend of the Commission meeting.

Mr Waldron noted that supplementary regulations were to include a requirement for crews to have Ambulance cover to ensure that there were no shortfalls in case of emergency and to remove cost from the decision making process.

3.3 Finance Report

The Finance Department provided a report for AORCom's consideration. The report was noted.

3.4 Officials Report

Mrs Emmins provided a report outlining a number of the initiatives of the National Officiating Committee.

It was noted that events are struggling to obtain sufficient numbers of officials and this was a significant problem for the sport. It is hoped that the revisions to the program will reduce barriers to entry of officials.

3.5 Technical Commissioner Report

No report was provided in Mr Williams' absence.

3.6 AORC Series Steward Report

Mr Paterson reported that Mr Clark had been reappointed to the position of AORC Chief Steward.

Mr Clark reported that 2006 was a year that had seen much judicial action, including 11 hearings which previously would have been unheard of.

Notwithstanding, there had been a continuing improvement in relationships between the CAMS, the Stewards and event organisers and promoters. As an

example, Mr Clark was pleased by the response of the organisers to the issues raised regarding the Finke spectator area.

Mr Clark noted there were inconsistencies between requirements for crew sign on at events. It was AGREED this should be the same for all events and all crew should be required to sign on.

4 MATTERS ARISING FROM PREVIOUS MINUTES

4.1 Off Road Logo

The Commission had agreed some design assistance was required to resolve this issue in a timely fashion.

A quote on costs of having this done by an outside company has also been sought and was provided in the Appendices.

ACTION: CAMS

Secretary's note: subsequent to the meeting another opportunity to have a logo designed has potentially arisen and will be pursued.

4.2 2007 AORC Organisational Requirements

AORCom **RESOLVED** to the issue the 2007 Organisational Requirements as proposed.

ACTION: CAMS

4.3 Off Road Fuel

It was decided at the last meeting not to pursue the matter of a further restriction to the fuel requirements for Off Road at present.

However, it is important to reiterate what the requirements are so that competitors understand what can and cannot be used. It is apparent there is some belief that Unleaded Racing Fuels as defined in Schedule G (also referred to sometimes as 'FIA fuels') are able to be used, which is NOT the case.

The fuel that is able to be used must comply with the following extract from Schedule G:

COMMERCIAL FUEL

Commercial Fuel: *Petrol, automotive diesel or liquefied petroleum gas (LPG) produced by an oil company and available for commercial sale in all States and mainland Territories of Australia. Such fuel shall comply with the Fuel Standards Determinations made under Section 21 of the Fuel Quality Standards Act (2000).*

Fuel which is the subject of Approvals made under Section 13 of the Fuel Quality Standards Act (2000) shall not be regarded as Commercial Fuel.

2.1 Pump Fuel: *A commercial petrol available for sale on demand from a roadside retail bowser outlet at each of at least five separate service stations*

in each of at least three Australian States. Mixtures of Pump Fuels are permitted.

2.2 Liquefied Petroleum Gas: A commercial LPG being either butane, propane or a mixture of both, and of a type which is dispensed from a roadside retail bowser. Where an automobile utilises LPG, a sign in the form of the white letters LPG on a red reflective background, as per drawing G-1, must be placed immediately to the left and centralised vertically to all competition numbers.

Drawing G-1 (not included)

Unless specifically approved otherwise by CAMS, LPG must not be used in circuit races involving re-fuelling.

2.3 Diesel: Diesel fuel must be gas oil corresponding to the following specifications:

- hydrocarbon level, 99.0 % by weight minimum
- specific gravity, 860 kg/m³ maximum
- cetane number 55 maximum (ASTM D 613)
- calculated cetane number 55 maximum (ASTM D 976-80).

It should be further noted that some fuels commonly used in other forms of motor sport will likely not comply, particularly those which contain an ingredient called MTBE (or methyl tertiary butyl ether) and which are only recognized under the definition of Unleaded Racing Fuel.

It was AGREED that AORC registered competitors should be advised of this directly in advance of the first round at Hyden and that state panels should endeavour to ensure competitors are aware of requirements.

ACTION:

CAMS

Secretary's note: This occurred, and some fuel testing was carried out at the event. It should also be noted that a fuel company has written to the CAMS Fuel Regulation Committee seeking a relaxation on the present Off Road fuel requirements.

4.4 AORC Media Accreditation

A draft set of media 'guidelines' were presented for consideration.

This is to be issued as a recommended procedure for 2007, becoming mandatory for 2008.

When compulsory, it would be expected that all of the event organizers would issue accreditation only to those media who comply with the requirements. It is important to note two requirements for photographers. They are required to provide proof of insurance and also hold an OH&S policy.

ACTION:

CAMS

4.5 Trike & Odyssey Racing Club

This matter was to be taken to the Board by Mr Piper &/or Mr Marcovich.

Some work has been carried out by the Club in conjunction with Mr Lawrence and the Victorian State Council, though the matter of what type of motor sport they will be permitted as by CAMS is unknown.

Mr Piper advised that he expected there to be a recommendation to the Board forthcoming from the Victoria State Council shortly.

AORCom looked forward to the advice of the Board as to its expectations of the Commission in relation to this category of motor sport.

4.6 Succession Planning

At the last meeting, AORCom discussed the matter of succession planning. AORCom noted and was mindful that there was a need to consider succession planning given the difficulty in obtaining officials.

Further work is required on this topic.

ACTION:

ME

4.7 UHF Radios in Cars

At the last meeting the following was adopted by AORCom in the Off Road Standing Regulations:

4.9 Radios: *All cars competing in Australian Off Road Championship events (and recommended for all others) 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.*

AORC Organisers are requested to remind all competitors of the requirement.

ACTION:

AORC Organisers

4.8 Off Road Checker

At the last meeting the matter of the Off Road Course Checker was discussed and the following agreed:

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 also **AGREED** to the draft role description. The Checker is to be appointed by the organiser but be approved by CAMS. The role is 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

5 AUSTRALIAN OFF ROAD CHAMPIONSHIP

5.1 Australian Motor Sport Appeal Commission Decision

A discussion regarding the outcome of the AMSAC appeal by Mr Bentley occurred.

It was agreed that whilst it may be within the powers of AMSAC, AORCom was of the view that the alteration of a set penalty outlined in Sporting Regulations was not appropriate. AORCom notes that there has been a submission to the Board of CAMS regarding the powers of AMSAC or other court of appeal to alter a penalty outlined in relevant regulations.

AORCom is currently awaiting the outcome to this submission.

5.2 Seeding of Prologue

Discussion was held in regard to the letter received from the Chairman of SAORAP in which he voiced his concerns with seeding competitors from a prologue where an incident occurred resulting in a yellow flag by the organisers.

It was **RESOLVED** that Mr Clark would draft some wording for an amendment to Article 8 (iii) of the Off Road Standing Regulations which presently states "A driver/Crew may make only one attempt at the prologue".

ACTION:

AC

5.3 Competitor Relations Officer (CRO)

Mrs Emmins to circulate her document relating to the position of CRO's at AORC events with a view to inclusion in the AORC Organisational Requirements.

ACTION:

ME/CAMS

Secretary's note: This was subsequently done and approved by AORCom as part of the final AORC Organisational Requirements.

6 OFF ROAD STANDING REGULATIONS

6.1 Reconnaissance

Mr Erceg raised the issue of a change in the Off Road Sporting Regulations (ORSR) which had had the effect of making the provision of reconnaissance compulsory in Long Course Off Road events. Mr Erceg advised that he was unaware of when this change occurred and that this was a concern, particularly given the lack of notice.

It was noted that numerous changes had occurred in the revision of the ORSR which had been discussed at length in the two meetings conducted in 2006 prior to adoption, but that not all of these had been documented individually.

AORCom discussed whether a change was required and this was tested via a motion.

OR1055 It was moved B Erceg/B Waldron that

Off Road Standing Regulations Article 5.4, Reconnaissance, revert to the provisions outlined in the 2006 Manual of Motor Sport.

MOTION LOST

AORCom was of the view that reconnaissance should be provided so that there is an opportunity to observe the various hazards which may exist on a course.

7 OFF ROAD VEHICLES

7.1 Battery Isolation Switch Location & Identification

Issue regarding the marking of the battery isolation switch as outlined in GR 25 was discussed.

OR1056 It was moved by B Erceg / B Waldron that GR 25 be amended as follows:

“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 an area where it is capable of being operated by the seated driver ~~or~~ and co-driver. 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.”

CARRIED

7.2 GR9 / Side Intrusion Requirements

AORCom considered a submission from Mr Laurie Penpraze regarding potentially conflicting side intrusion bar requirements between GR9 and the SR's of a number of the buggy classes.

It was noted that there were some issues for consideration, but they should be looked at in conjunction with the project outlined in 8.2 of these minutes.

8 GENERAL BUSINESS

8.1 Use / Safety of Star Pickets for Holding Signs

Discussion was held regarding the use of star pickets following reports that there had been 2 instances of floors being penetrated by pickets at Sea Lake Mallee Shield round in 2006.

AORCom completed a targeted risk assessment on the likelihood and consequences of hitting star pickets. It was determined there was a medium risk.

OR1057 It was moved M Emmins / M Taylor that

Action: To mitigate consequences organisers should locate the signs as far as possible from the track. Competitors must be advised at drivers briefing that the star pickets are in use and also of their locations. Events should complete TRA's where ground type may require star pickets and should use and follow the policy on use of star pickets.

CARRIED

8.2 Report – Donald Fatal Accident

There was discussion of the findings and recommendations of the investigation conducted by Mr Steve Chopping, Mr Laurie Svenson and Mr Greg Campbell.

It was **RESOLVED** that:

Mr Waldron & Mr Erceg would investigate the effectiveness of rear dust lights, LED's and strobes and other potential improvements relating to the issue.
AND

That the requirements currently specified for the chassis and side impact protection, particularly that of earlier cars, be investigated by Mr Erceg and Mr Waldron in South Australia and Mr Williams and Mr Greg Campbell to report back to committee by June 30th 2007.

AND

Further investigation into seat supports to be carried out by Mr Williams & Mr Campbell.

Reports to AORCom are requested by 30th June 2007.

It was **AGREED** that further education is required for emergency procedures and that the procedure should be reinforced at the crew briefing. Particular care should be taken by officials undertaking the briefing to ensure that the procedures are spelled out accurately.

The briefing should also cover the need for the crew of an ailing car to remove itself from the competition surface prior to a catastrophic failure which could possibly prevent this from occurring.

ACTION: BW, BE, MW, GC

The Commission extended its condolences to Mr Red Trevean's family and friends.

8.3 Crew Sign On

Mr Russell Innes raised the issue of crew sign on at events. It was decided that regulation 9.2 needs to be amended to have each crew member sign on. This also needs to be added to standing regulations at all events, not only AORC.

OR1058 It was moved M Emmins / B Erceg that

The Australian Off Road Championship Sporting Regulations, Article 9, Crew Briefing be amended as follows:

9. CREW BRIEFING

9.1 There are to be two briefings for crews/drivers; one on the day of and before the prologue, and one after the prologue and before the start of the event.

9.2 Attendance at all crew briefings is compulsory for all crew members. Organisers are to provide a list showing car number, and the names of drivers and co-drivers. Attendance at all crew briefings is compulsory for all crew members. Organisers are to provide a list showing car number, and the names of drivers and co-drivers. **All crew members are to sign on to indicate their attendance at the briefing.** The sign-on sheets are to be made available to crews/drivers for a period commencing 20 minutes prior to the scheduled start time for each driver's briefing, and removed at the scheduled start time.

CARRIED

ACTION: CAMS

8.4 Imposition of Penalties

There was discussion surrounding the imposition of penalties in the Australian Off Road Championship by the Clerk of Course without reference to the Stewards.

It was agreed that in order to maintain consistency of application across the five events, these penalties should instead be imposed by the Stewards, the matters being referred to them by the Clerk of Course.

OR1059 It was moved by B Waldron / B Erceg that

Article 18, Penalties, of the Australian Off Road Championship Sporting Regulations be amended to read as follows:

18. PENALTIES

- (i) The following are offences against these series regulations, and are to result in the imposition of the specified penalties:
- (a) Failure to comply with specified control procedure: – *time penalty of 30minutes*
 - (b) Shortcutting or other deviation from the course:
 - first breach during the event: – *30 minutes*
 - second breach during the event: – *exclusion*
 - any breach during the prologue – *3 minute per instance*
 - (c) Causing damage to property, deemed by the Clerk of Course to have been deliberate:
– *exclusion, plus any additional penalty which may be imposed by the stewards of the event*
 - (d) Refuelling whilst the vehicle engine is not switched off – *exclusion*
OR
whilst any person is inside the vehicle – *exclusion*
OR
whilst the vehicle is not totally inside any designated refuelling area – *exclusion*
 - (e) Breach of *parc fermé* regulations – *100 minutes*
 - (f) Jumping the start
 - Prologue – *1 minute*
 - Event proper – *5 minutes*
 - (g) Receiving outside servicing, other than as provided for in Article 4.9 – *exclusion*
- (ii) Any time penalties awarded are to be imposed at the conclusion of the prologue/event (rather than the section in which the infringement was committed) as applicable. Any time penalty awarded for an infringement during the event proper will not affect the running order on the track.
- (iii) Any penalties may be imposed only by the Stewards of the Meeting.**

CARRIED

ACTION:

CAMS

8.5 Event Evaluation

There was some discussion surrounding the most appropriate person to undertake the Observation role.

OR1060 It was moved by M Emmins & B Erceg that

The role of Observer at 2007 Australian Off Road Championship events shall be carried out by the Series Steward together with any assistance he may co-opt.

CARRIED

8.6 Hall of Fame

OR1061 It was moved by D Rogers / M Emmins that

“Off Road Hall of Fame” be amended to read as follows:

“The first 10 were retrospectively inducted in 2000. Each year thereafter, **nominations will be accepted from the off road community. A** maximum of two may be selected **for induction** by a panel appointed by the Australian Off Road Commission.”

And that the appointees be displayed in the order of their induction.

CARRIED

ACTION:

CAMS

8.7 Helmet Visors

AORCom discussed the common practice in Off Road of venting helmets via tubing attached to the visor, the visors being modified after manufacture.

It was noted that the vent pressurises the helmet thereby preventing dust from entering the helmet and obscuring vision and presenting breathing difficulties.

There was some concern that this may not comply with the regulations/relevant standard and AORCom requested that the Technical Committee be consulted on the issue.

ACTION:

MZ

8.8 Regrouping

Mr Laurie Svenson wrote to the Off Road Manager proposing the meeting consider some remaining elements of the situation regarding regrouping he felt needed to be addressed:

“I will use Mark Burrows and Goondiwindi 2006 as an example because it stood out for all to see.

He gets a flat tyre which drops him about 10 places at least down the running order even though he is able to run at full pace after a tyre change when he is regrouped he is not placed in a position equal to his pace 4th or so rather he is assessed on his elapsed time falsely extended by a flat tyre and he starts 14th.

We have Joe Bulmer who fails to finish the section before but can apply for a seeding which is based on his prologue position and starts the next heat 5th or thereabouts.

We are applying the correct logic in the case of Joe, and I believe we should extend this logic to others, why should you suffer a disadvantage because you got a flat tyre and finished. It should be treated no different from a DNF when start order for sections is considered.

Now I propose to ease the load on organisers, the onus should be on the competitor to apply for a seeding for the next sections with a report of the reason for the slower lap and in this way there will not be a complaint the Organisers moved some and not others and perhaps we should have an expectation that if you are not more than 10 % of vehicles still competing, away from your correct running position, (this allows for varying sized fields and attrition rates), then you stay where you are, however this should be the max differential and if organisers think someone still too far back be allowed to move them even if they are inside the 10%".

It was RESOLVED that this proposal would be floated with Off Road Advisory Panels and Off Road number holders for comment, and that AORCom would consider this feedback at its next meeting.

ACTION:

COMMISSIONERS/CAMS

9 CLOSE

Next meeting scheduled for Saturday & Sunday 18th & 19th August 2007.

Meeting closed at 4.00pm.