



# AUSTRALIAN OFF ROAD COMMISSION

Minutes of the Meeting held at CAMS National Office  
August 18<sup>th</sup> & 19<sup>th</sup> 2007

- Present: John Paterson (Chairman), Ben Erceg (Deputy Chairman), Marilyn Emmins, Daniel Rogers, Michael Taylor, Bruce Waldron, Sue Zettl, Russell Innes, Robert Piper (CAMS Board Member), Campbell Andrea (CAMS Manager Off Road/Secretary), Janah McLean (Minute Secretary).
- Visitors: Morrie Williams (Technical Commissioner), Andy Clark (AORC Series Steward, August 18<sup>th</sup> only), Werner Zettl, Graham Fountain (CAMS CEO, 11.00am-11.40am)
- Apologies: Nil
- Meeting start: 9.30am

## 1. OPENING

John Paterson thanked the Australian Off Road Commission for their attendance, and welcomed Russell Innes and Sue Zettl to the Commission.

### 1.1 Additional Agenda Items

The following were accepted as additional agenda items:

- Tow Ropes
- Diesel Engine Capacity

The agenda was approved.

### 1.2 CEO Briefing

The Chairman welcomed Mr Graham Fountain, recently appointed CAMS CEO. Mr Fountain reported on a number of issues, including:

- his background
- the passion and complexity he had found in motor sport
- challenges, which included risk management, costs & resources, volunteerism and environmental issues

- organisational culture, in particular engaging the stakeholders and having a customer service focus
- streamlining of forms and processes, reducing bureaucracy
- supporting clubs
- organisational review.

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

### **2.1 Approval for the previous minutes**

OR 1062 It was moved by M Emmins/ B Erceg that:

The Minutes of last meeting held March 10<sup>th</sup> 2007 be accepted as a true and correct record of the meeting.

*CARRIED*

### **2.2 Decisions made between meetings:**

Nil.

## **3. REPORTS**

### **3.1 Board Members Report**

Mr Piper provided the Commission with a report. He advised that the current review of some of CAMS processes would have very positive outcomes, particularly in reducing or removing the more onerous aspects of some of the existing procedures.

Mr Piper advised that the Australian Institute of Motor Sport Safety (AIMSS) was reviewing and investigating issues which could be of much benefit to motor sport competitors in general.

He also mentioned that the CAMS Strategic Planning Conference would take place on the 8<sup>th</sup> and 9<sup>th</sup> of September 2007.

### **3.2 State Delegate Reports**

#### **QLD**

Mr Taylor advised that competitor numbers are up due to the increase of production style 4WD competitors joining Off Road competitions. Mr Innes advised that the Goondiwindi Motorsports Club are considering adding an additional event to the Queensland calendar next year (2008).

#### **SA**

Mr Waldron advised that entries were also up in SA with a possible record number of competitors at a recent local event (Waikerie). He also reported that the state committees and panels are stable and working well at present, and had no particular issues.

## **NSW**

Mrs Zettl reported that the NSW Advisory Panel consisting of 14 members was working positively at present and welcomed the introduction of a new Chairman. She also advised that entry numbers in all classes are up with 78 state competitors at present.

Mrs Zettl also noted that there had been reports of some problems with non-compliance of apparel to which competitors claimed to be unaware of regulation changes but the matter has now been resolved.

## **WA**

Mr Rogers advised the Commission that there were no issues from WA at present. There had been issues with apparel compliance earlier in the year but this was resolved efficiently and effectively.

## **VIC**

Mrs Emmins informed the Commission that the VIC Advisory Panel had been meeting every second month. She advised that competitor numbers continued to decrease since 2006 and a flow on from this was the 13 entries received for their Bendigo event, potentially as a result of some competitors attending an SA event instead.

### **3.3 Finance Report**

The Finance Department provided a report for AORCom's consideration. It was noted that revenue was down compared to budget due largely to a lower number of events being run. This was an area that may need to be addressed by the sport due to the need to maintain an appropriate contribution to overall costs.

OR 1063      It was moved M Emmins/R Innes that

AORCom recommend to the Audit and Finance committee that there be an increase specifically in the area of permit fees of up to 8%, should there be a need to address any potential deficit in the 2008 budget. –

*CARRIED*

*ACTION:*

CA

### **3.4 Officials Report**

Mrs Emmins provided a report to the Commission. She advised that there had been difficulty regarding Official's licensing where some license holders had been downgraded and that this was reported to be a particular problem in Victoria amongst the rally fraternity. Those issues are being worked through.

Mrs Emmins also noted that the Event Command Module is now on line. Geoff Sykes, had stood down as facilitator of this training and that a suitable replacement is being sought.

To conclude Mrs Emmins stated that she had not had a lot of contact with states other than her own in regards to Officials, and that if anybody has any issues then to contact her.

### **3.5 Technical Commissioner Report**

Mr Williams gave a report on the 2007 season so far. He advised the Commission that Headrest heights have been the biggest issue to address this season. He noted that competitors have been purchasing high back seats but many are non-compliant.

Another ongoing issue has been the method of Noise Testing at events. This was highlighted by a letter from Mr George Bailey which had been received by the Commission.

It was agreed that the existing method provided much opportunity for a competitor to not comply, and created difficulties in implementation and perception. In particular the inconsistent nature of 'drive by' testing in the off road environment has caused some issues.

Given that some Off Road events do take place close to residential areas, that there is an increased focus on environmental issues and there is also an increasing demand to be acceptable to the community and its standards (e.g. EPA requirements/OH&S), it was agreed that a noise limit was required.

As such it was also agreed that a change to the existing procedure was required. The agreed method is similar to that used by exhaust shops and the EPA and also that which is used in rallying.

OR 1064      It was moved B Erceg/ D Rogers that

The following method be adopted for measuring emitted noise from off road automobiles:

#### **1. SOUND LEVEL METER**

- (i) must comply with AS 37-1967;
- (ii) must be used on FAST dynamic characteristic;
- (iii) must be used on A weighting network;
- (iv) must be calibrated at six-monthly intervals.

#### **2. TEST SITE**

- (i) must be in the open air;
- (ii) must be substantially level and covered with concrete, asphalt, compacted dirt or other similar hard material providing acoustic reflection;
- (iii) must consist of an area bounded by a rectangle having sides at least 3m from the outline of the vehicle under test;
- (iv) must contain no objects other than the vehicle and the sound level meter operator.

#### **3. MICROPHONE POSITION**

- (i) must be equal to the height of the geometric centre of the orifice of the exhaust outlet, but not less than 200mm above the ground;

(ii) must be located 525mm ( $\pm 25$ mm) from the geometric centre of the orifice at the exhaust outlet;

(iii) must be at an angle of  $45^\circ$  ( $\pm 10^\circ$ ) from the direction of travel of the vehicle at the side nearest the orifice of the exhaust outlet;

**(Note: the  $45^\circ$  should be selected so as to achieve the greatest distance between the microphone and the vehicle.)**

(iv) for vehicles fitted with two or more exhaust outlets spaced more than 300mm apart or connected to separate silencers, each exhaust outlet shall be treated separately as if it were the only one.

#### **4. MEASUREMENT METHOD**

At normal operating temperature the engine shall be brought to:

4000 RPM for four-cylinder engines

3500 RPM for six-cylinder engines

3000 RPM for eight-cylinder engines

5000 RPM for rotary engines

It is the responsibility of the competitor to provide a method by which to accurately measure engine RPM.

The competitor may observe the test procedure.

#### **5. MAXIMUM NOISE LIMIT**

The maximum noise emission permissible as measured under this procedure is 96 dB(A).

#### **6. ACTION TO BE TAKEN IF IN EXCESS OF THE NOISE LIMIT**

- Event 1, Test 1: if over noise limit, noted in log book
- Subsequent Event, Test 2: if over noise limit, noted in log book
- Subsequent Event, Test 3: if over noise limit, noted in log book, **not permitted to start/exclusion**
- Subsequent Events, Test: if over noise limit, noted in log book, **not permitted to start/exclusion**

Having made modifications to reduce the noise level, competitors are permitted to be re-tested within the time allocated for noise testing, or otherwise by approval of the Chief Scrutineer. If the noise level is below the limit the automobile will be permitted to compete.

This procedure is applicable between meter readings and is NOT restricted to consecutive events.

#### **7. AUTOMOBILES TO REMAIN UNCHANGED**

Any change of or damage to any component relating to the noise emitted by the automobile which occurs after noise testing shall be reported to the Chief Scrutineer by the competitor.

The Chief Scrutineer or his delegate may seal an exhaust or intake component to ensure modifications are not made after measurement.

*CARRIED*

The procedure will be trialled at the AORC (without log book noting or exclusion of competitors), effective immediately and for the remainder of 2007, with a view to confirming the methodology in advance of full implementation from 01/01/2008.

There is a possibility that a maximum noise limit for Test 1 and 2 may be introduced at a future date so as to ensure that excessively noisy cars are not permitted to compete and potentially cause issues for the sport.

It was agreed this would be a good topic for the CAMS E Newsletter.

*ACTION:*

*CAMS*

### **3.6 AORC Series Steward Report**

Mr Clark reported to AORCom regarding the running of the 2007 Australian Off Road Championship to date. Only two hearings had been conducted to date.

Events had been generally run to a high standard. Mr Clark detailed a number of the issues that had arisen.

#### **4.1 Off Road Logo**

AORCom discussed and advise that this should be a project for the Commercial Entity to resolve as it will be an important part of the marketing mix of the championship and may require the incorporation of a series sponsor name.

#### **4.2 AORC Media Accreditation**

OR 1065 It was moved (M Emmins/ B Erceg) that

The proposed AORC Media Code of Conduct be adopted for 2008 to be incorporated into the AORC Organisational Requirements.

*CARRIED*

Mr Clark provided some comments for consideration prior to the final approval of the document.

*ACTION:*

*CAMS*

#### **4.3 Trike & Odyssey Racing Club**

It was understood that a set of regulations are being prepared for the consideration of the Board in relation to a small buggy class. It is unknown at this stage however whether they would be considered a speed event or whether they would be off road and therefore the responsibility of AORCom.

Mr Paterson will write to Mr Peter Bready (CAMS Board) regarding whether or not AORCom would be adopting responsibility for this category.

*ACTION:*

*JP*

#### 4.4 Succession Planning

Mr Paterson informed the Commission that an Expression of Interest form would be posted on the CAMS website to attract CAMS members to apply for positions on CAMS committees and commissions.

Mr Paterson also advised that he has signalled his willingness to the CEO to continue in the position of Chairman again in the 2008.

#### 4.5 UHF Radios in Cars

The Commission discussed the use of UHF Radio's in Off Road automobiles, having foreshadowed the change in 2006.

It was agreed that the requirement should not apply to Short Course Off Road Events.

It was agreed that while there are other potential uses, the main benefit was the ability to communicate in an emergency situation. As such, it was agreed that a hand held UHF radio of at least 5 watts (refer Art 4.9 of the Off Road Standing Regulations) would be the minimum requirements.

OR 1066 It was moved (B Erceg/M Emmins) that

Article 4.9 of the Off Road Standing Regulations be amended as follows, effective 1 January 2008:

**~~“4.9 Radios: All cars~~ Each automobile competing in a Long Course Off Road Event Australian Off Road Championship events (and recommended for all others) is are required to be fitted with carry an operational UHF radio....”**

CARRIED 6/1/0

Note: Mr Innes voted against the motion.

With the requirement now having been in place for the AORC for several events, there had been some suggestion that some competitors are using helicopters to assist them in navigating the track. It was noted that existing regulations regarding outside assistance capture this if it is a problem.

AORCom confirmed that it was the view of the Commission that such actions are not in accordance with the regulations (e.g. CAMS Off Road Standing Regulations Article 4.8) or for that matter in the spirit of the sport. Action will be taken against any competitor believed to be potentially in conflict with the regulations.

ACTION:

CAMS/CoCs

#### **4.6 Off Road Checker**

The Off Road Manager advised AORCom that the job description for the Event Checker had been incorporated into the AORC Organisational Requirements.

State Panels had been asked to consider the adoption of the role outside the AORC, It was reported that this had been met with mixed responses. There was some suggestion that the role was not as defined as it might be and therefore it was agreed that job description should be further developed.

Whilst early days, there was some possibility that the Event Checker could take on some aspects of the Compliance Checker role, particularly in club level activity. AORCom awaits the results of work being undertaken by the rally fraternity.

*ACTION:*

*CA/JP*

#### **4.7 Reconnaissance**

Following the receipt of several requests for dispensation from the provision of reconnaissance (a requirement of the Off Road Standing regulations), AORCom AGREED to initiate email discussion to create criteria for which dispensation from reconnaissance might be considered.

There would be no exceptions for events not meeting this criteria.

It was noted that AORCom awaits a risk assessment from the organisers of the Gascoyne Dash regarding such a dispensation.

*ACTION:*

*CAMS*

#### **4.8 Safety in Dusty Conditions**

Mr Erceg reported that there were currently two types of rear running lights being evaluated on cars.

It was also noted that in the USA some vehicles run a 50w amber fog light. Further testing is to be undertaken and other options considered.

Mr Williams suggested fitting 2 running lights for the safety of all classes for two reasons.

1. If one light fails there is a back up
2. Having two lights (one on the roof and one midway at the rear) allows visibility to all vehicles regardless of size.

*ACTION:*

*BE / BW*

#### **4.9 Side Impact Structures**

The Off Road Manager gave a report to the Commission regarding the window openings of Off Road Buggies after a brief survey that had been conducted in conjunction with the Technical Commissioner at the recent Pines event.

Some potential actions were considered if it were determined that some of the side openings were considered too large.

However, it was AGREED that Commissioners are to further survey window openings at state and AORC level to create a database with a view to identifying a trigger point which on the frames as they currently exist. A survey form will be distributed to assist with the collection of data.

AORCom RESOLVED that the existing reference to “hip rail” be changed to “upper side rail”.

*ACTION:*

*ALL*

#### **4.10 Seat Supports**

Mr Williams advised of the potential issues with an additional seat mount which is located between the frame and the back of the seat. Often a seat is not designed to withstand stress in this area and sometimes there is little merit from an engineering point of view which has the potential to cause injury.

AORCom discussed whether or not a specific size should be determined or whether such mountings were appropriate where a seat was not designed to be mounted in such a manner.

Further research will be undertaken and Commissioners are to discuss with their respective state advisory panels and report back to AORCom.

*ACTION:*

*ALL COMMISSIONERS*

#### **4.11 Regroups and Seeding**

AORCom considered the possible revision of seeding rules and regulations, particularly where a crew had encountered a problem costing time during a section but had still been able to finish.

The Commission was not disposed to make a change at this time, feeling that this type of occurrence was a part of the sport.

## **5 AUSTRALIAN OFF ROAD CHAMPIONSHIP**

### **5.1 Australian Motor Sport Appeal Commission Decision**

AORCom discussed some issues surrounding the decision, in particular the variation of a set penalty and the potential for the NCR to be addressed to prevent a reoccurrence. Mr Paterson is to follow up with NCR Review Committee.

*ACTION:*

*JP*

## **5.2 Seeding of Prologue**

There was discussion about the correct seeding of those competitors whose runs in the prologue had been interrupted.

OR 1067 It was moved (B Erceg/ B Waldron) that

Article 8.2(iii), Start Order, of the Off Road Standing Regulations be amended to read as follows:

A driver/crew may make only one unimpeded attempt at a prologue. Where a crew has been stopped or delayed by an official, to render assistance where bodily harm might be expected to have occurred, or by the course becoming impassable, the Stewards may at their absolute discretion approve another attempt. Any request for another attempt must be made through the Clerk of the Course.

*CARRIED*

*ACTION:*

*CAMS*

## **5.3 The 2008 Championship Calendar**

Applications for the 2008 AORC Calendar were submitted to the Commission. AORCom considered all of the applications received.

OR 1068 It was moved M Emmins/ B Erceg that  
Subject to approval by the Board of CAMS, the following rounds will comprise the 2008 Australian Off Road Championship calendar:

The calendar will consist of the following:

<u>Rd</u>	<u>Date</u>	<u>Event</u>	<u>Venue</u>
1	March 22-23	Hyden 400	Smithy's Place, Hyden, WA
2	May 3-4	Donald 500	Donald, Vic
3	June 7-9	Finke Desert Race	Alice Springs, NT <sup>(1)</sup>
4	July 12-13	Sunraysia 500	Mildura, Vic
5	Sep 6-7	Pines Enduro	Millicent, SA
6	Oct 11-12 <sup>(2)</sup>	Goondiwindi 400	Goondiwindi, Qld

Notes:

1. Provisional listing, pending resolution of some issues with the organisers.

2. Could move, depending on the date of Bathurst V8 Supercar and Indy events. Awaiting confirmation of those dates.

*CARRIED 5/1/1*

#### **5.4 Commercial Entity**

Mr Paterson reported on the progress of the commercial entity and advised that recent discussions with CAMS and potential Board Members of the entity had been very positive. He also reported on potential sponsors plans regarding television and other media. The entity would be strictly not for profit and that a name for the entity is close to being decided upon.

#### **5.5 AORC Chief Steward 2008**

With Mr Clark stepping down at the end of 2007 the Chairman requested that any nominations for a suitable replacement be submitted to him at the earliest opportunity.

*ACTION:*

*ALL*

#### **5.6 AORC Number Registration**

OR 1069 It was moved M Emmins/ S Zettl that:

Effective from 2008 the Pro Class numbers will run from: 4-99 and continue from 910 and up

And that:

AORC number registration will be \$50.00

*CARRIED*

Further discussions regarding number usage led to a recommendation regarding the use of numbers 1,2 & 3 in each class.

OR 1070 It was moved (D Rogers/M Taylor) that:

Any driver eligible to use numbers 1,2,3 (e.g. 201, 202, 203, 501, 702 etc) as a result of achieving these results in their AORC class must do so when competing in Australian Off Road Championship events. This is to be reflected at a (new) Article 4.4(iii) of the Australian Off Road Championship Sporting Regulations.

*CARRIED 7/0/0*

*ACTION:*

*CAMS*

#### **5.7 Entries**

AORCom discussed the issues relating to entry procedures. AORCom RESOLVED that there should be three stages of entries for Off Road events.

1. Early: Submitting an early entry will allow the competitor a special discounted entry fee
2. Standard Entry: Standard price
3. Late: An entry received after the cut off time/date at the standard entry for which the organiser can charge a higher price

These dates shall be stated in the event Supplementary Regulations.

NOTE: Competitors are reminded that entries received after closing date for entries cannot be accepted by the organisers.

## **6. OFF ROAD STANDING REGULATIONS**

No issues.

## **7. OFF ROAD AUTOMOBILES & TECHNICAL**

### **7.1 Head Restraints**

AORCom discussed the ongoing developments in the area of neck and head restraints (such as the HANS or Leatt Brace).

The Commission noted that a number of competitors had chosen to utilise such devices and continues to recommend the use of devices in compliance with the CAMS regulations (refer Schedule D, Article 1) in off road competition.

AORCom will continue to monitor developments in availability, cost and also feedback from those using them regarding the suitability of such devices in the off road environment.

*ACTION:*

*ALL*

### **7.2 Seat Head Rest Heights**

The Technical Commissioner provided a report on head rest heights.

AORCom discussed and recommended that an article be submitted for the CAMS E Newsletter outlining the reasons for the regulation.

*ACTION:*

*CAMS*

## **8 GENERAL BUSINESS**

### **8.1 SUV Super Series**

Promoters for the proposed series gave a presentation on the concept to AORCom.

The Commission supported the concept and recommended that they liaise with CAMS staff on matters relating to the sporting and technical obligations of the series.

The next step would be for the SUV Super Series to reach agreement with the Australian Motor Sports Commission.

*ACTION:*

*SUV Super Series*

## **8.2 Competitor Misconduct**

AORCom discussed the matters relating to competitor misconduct.

AORCom requested further reinforcement of the “zero tolerance” policy in regard to inappropriate behaviour toward officials and other competitors in an upcoming CAMS E Newsletter. AORCom also recommend that, where possible, officials utilise the services of a CRO in any scenario with a potential for dispute.

## **8.3 Fixed Penalties – A Review**

AORCom RESOLVED that the current fixed penalties are appropriate and will remain as they currently exist.

## **8.4 Scrutiny Form**

Mr Fred Severin proposed a number of alterations to the existing off road scrutiny form.

It was moved M Emmins/ B Erceg that

AORCom adopt the Scrutiny form known as the “Fred Severin Model” for immediate implementation

*CARRIED*

*ACTION:*

*CAMS*

## **8.5 Scrutiny**

Following issues regarding noting in automobile log books it was recommended that the CRO be involved when possible and as previously stated Officials utilise the services of a CRO in any situation with a potential for dispute.

## **8.6 Drivers Briefings**

Concern was raised by AORCom that the appropriate level of professionalism of the delivery of Drivers Briefings was not being displayed on all occasions. This is an important element of the event, effectively being the ‘site induction’ and will (or should) include numerous safety messages which are particularly important to convey correctly. A letter is to be written to organisers in relation to this issue.

AORCom also agreed that a Drivers Briefing Agenda be drafted for the utilization organisers.

*ACTION:*

*CAMS*

### **8.7 Off Road Hall of Fame**

Mr Paterson discussed the induction of Mr George Bailey into the Off Road Hall of Fame. It was agreed that this should be carried out at the Donald round of the AORC in 2008.

He also advised the Commission to feel free to nominate others for induction at any time.

*ACTION:*

*CAMS*

### **8.8 Findings of the Offroadracing.com.au Survey**

Mr Paterson provided the Commission with a summary of the findings from the AORCom survey conducted on the offroadracing.com.au website. The Commission requested that further information provided by those surveyed be made available to them.

AORCom noted that Mr Murray Roger's work on the survey was very much appreciated and the Commission looks forward to further utilization of the site.

*ACTION:*

*JP*

### **8.9 East Coast Series**

AORCom discussed the possibility of a series (as opposed to Championship) that could be conducted on the east coast of Australia for those who were not in a position to compete in the AORC for financial or time reasons. It was agreed that such a series could possibly detract from the AORC but also promote the sport in general.

The Commission then discussed the potential for a three round series within the AORC with competitors to nominate 3 of the rounds in the AORC (could be any combination of three) in which they would score points.

Some of the conditions for the series are envisaged to include:

- To be scored in the same manner as the Class Championship (same as outright could also be considered)
- The top 10 outright from the previous year would not be eligible
- Rounds would be nominated in advance
- The last round would not count for a 50% bonus for this series.

It would still be possible to compete in all rounds of the AORC and score points toward the outright and class championships.

Commissioners are to report back to their respective panels for feedback. With a view to implementation for 2008, a summary of findings should be circulated to AORCom for decision by 4th of October.

*ACTION:*

*ALL*

### **8.10 Civil Ambulances**

AORCom noted the current issues regarding ambulances and requirements. AORCom was encouraged by current actions and will continue to monitor the situation, given that it is a significant issue for Off Road.

### **8.11 Maximum Number of Crew**

AORCom discussed the letter submitted by Mr Adam Williss regarding multiple crew changes and advise that at present there is no regulation pertaining to crew numbers in long course off road events. There are however for short course – refer Art 3.2 (i) of the Off Road Standing Regulations.

AORCom noted it was comfortable with the regulation.

### **8.12 Trophy Karts**

AORCom discussed the concept of the proposed Trophy Kart category, the major features of which are as follows:

- small scale cars, based loosely on US Trophy Trucks
- speed limited, standard engine
- designed for young drivers / an entry point to off road
- safety a high priority
- comparatively low cost (approx 10K new).

AORCom was enthused by the concept and expressed support for the initiative, which had been undertaken by Mr Paul Simpson.

Further work will be undertaken on the risk assessment and an engineers report is to be conducted on the frame.

The Off Road Manager will ensure details of the proposal are included in the Motor Sport Department report to the CAMS Board. Mr Piper to report back to AORCom after the next Board meeting with feedback.

*ACTION:*

*CAMS/BP*

### **8.13 Tow Ropes**

It was moved B Waldron/ B Erceg that

The minimum tow rope length should be extended to five metres (refer GR21) effective from 1/1/2008.

*CARRIED*

*ACTION:*

*CAMS*

### **8.14 Shock Mounts**

Mr Taylor raised a potential issue with regard to the regulations for Production 4WD shock absorber mountings. It would appear that the wording may result in the original shock absorber having to be retained which, if correct, was not felt to be the intention.

Mr Rogers suggested that this issue had been the subject of some discussion in regard to such vehicles participating in the Australian Safari.

It was RESOLVED that the matter be referred to Mr Mark Zellner, CAMS Sporting and Technical Officer, with a view to receiving a recommendation in regard to a potential revision of the rule.

*ACTION:*

*CAMS/MZ*

### **8.15 Diesel Engine Capacity Limits**

The matter of maximum capacities and applicable equivalency factors for diesel engines was raised. It was agreed that there should be further consideration of the issue, perhaps in light of the Cross Country Rally Technical regulations.

*ACTION:*

*DR/JP*

## **9 CLOSE**

9.1 The next meeting is scheduled for March 1<sup>st</sup> and 2<sup>nd</sup> 2008 in Brisbane (To Be Confirmed)

The Meeting closed at 2.40pm.