



# AUSTRALIAN OFF ROAD COMMISSION

Minutes of the Meeting held at CAMS National Office  
February 14<sup>th</sup> & 15<sup>th</sup> 2009

- Present: Ben Erceg (Chairman), Russell Innes (Deputy Chairman), Marilyn Emmins, Daniel Rogers, Bruce Waldron, Hugh Piercy, Sue Zettl, Andrew Wylie, Robert Piper (CAMS Board Member), Campbell Andrea (CAMS Manager - Off Road/Secretary), Toby Ward (Minute Secretary).
- Visitors: Saturday only:  
Ian French (Hyden 400), Rod Sams (BSCC/Goondiwindi 400), Rusty Bell (GMSC/Goondiwindi 400), Nina Hargrave (Finke Desert Race)  
Saturday and Sunday:  
Morrie Williams (Technical Commissioner), Judyth Humphreys (AORC Series Steward), Graham Humphreys (AORC Observer), Murray Rogers (Sunraysia 500)  
Sunday only:  
Anthony Telfer & Darren Seaman (Sportzprint)
- Apologies: None
- Meeting start: 9.45am

## 1. OPENING

Mr Erceg in his new role as Chairman of the Commission thanked the members of the Australian Off Road Commission for their attendance, and welcomed them to the meeting. The Chairman also welcomed Andrew Wylie and Hugh Piercy as new Commissioners for 2009.

The Chairman thanked the CAMS Off Road Department for their assistance in making his transition chairmanship as seamless as possible.

The Australian Off Road Commission acknowledged the long and distinguished service of the previous Chairman, Mr John Paterson, and noted his award of the CAMS Service Star.

### 1.1 Additional Agenda Items

The following were accepted as additional agenda items:

- Election of a Deputy Chairman
- Single Event Licence
- Organisers Meeting

The agenda was approved.

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

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

OR1101 It was moved by D Rogers/ M Emmins that:

The Minutes of the previous meeting held on Saturday and Sunday August 2<sup>nd</sup> & 3<sup>rd</sup> 2008 be accepted as a true and correct record of the meeting.

*CARRIED*

*Mr Innes, Mr Wylie and Mr Piercy abstained as they were not present at the meeting.*

### **2.2 Confirmation of decisions made between meetings:**

The approval of the 2009 Australian Off Road Championship Organisational Requirements and Sporting Regulations via email was noted.

### **2.3 Deputy Chairman**

Mr Innes was appointed by the Commission to the position of Deputy Chairman.

## **3. REPORTS**

### **3.1 Board Member's Report**

Mr Piper provided the Commission with a report. He noted that the CAMS Organisational Review was currently in the process of being finalised and that the next step is to circulate the proposed changes back to the state councils for further comment.

He also asked the Commission to detail what would be required of him in this report. The Commission was interested in anything pertaining to Off Road, interesting matters arising in other disciplines and also any strategic matters of importance to CAMS, such as updates on the progress of the Organisational Review.

### **3.2 State Delegate Reports**

#### **3.2.1 WA Report**

Mr Piercy noted that entries were looking good for the Yeallering event and should be around 30, which equal last year's amount. There is noted a shortage of available senior officials, in particular Clerks of the Course. The clubs are working together to ensure the events happen and try to improve the situation before next year.

State Calendar

State Championships

Yeallering 300

Hyden 400

Bencubbin

February 28<sup>th</sup>-March 1<sup>st</sup>

April 10<sup>th</sup>-12<sup>th</sup>

May 30<sup>th</sup>-31<sup>st</sup>

Mogumber  
Hyden Humps  
Multi Club  
Gascoyne Dash

August 15<sup>th</sup>-16<sup>th</sup>  
September 26<sup>th</sup>-27<sup>th</sup>  
October 29<sup>th</sup>-31<sup>st</sup>

### **3.2.2 SA/NT Report**

Mr Waldron noted that a positive outlook for Off Roding in South Australia continues. Last year saw a number of competitors sit out the year as they built new cars, leading to fresh and exciting entry lists this year. He was unsure how the global financial crisis will affect entries this year, however looks good so far.

Waikerie has joined the State Championship which will now make 3 rounds with both Millicent and Baroota. All clubs will run 1 event at their home track to make up our main 6 round series as well as SA Championship at Millicent and 2 non series events thrown in for the year, finishing off with the ever growing ladies and Juniors event at the end of the year.

Gary Collins continues on as Chairman for the SA State Panel, with unanimous support. The State panel meets monthly and as per previous years, continues to function and work very well.

### **3.2.3 Victorian Report**

Mrs Emmins noted that there has been a decline in rounds for the Victorian Championship, with Donald not running as a state championship event, while the Sunraysia Motor Sports Club event has been withdrawn due to overlap with Donald Round, making it a 2 round Championship. A decline which commenced 3 years ago appears to be a continuing trend into 2009.

Attendance at State Panel meetings has been an issue which will hopefully be rectified with 3 to 4 new members being identified.

There remains some difficulty in ensuring information filters back to clubs and club members. Another issue is one of meeting agenda items being added late, with leaves insufficient lead time to address all matters.

A common issue among states is succession planning to ensure adequate numbers of stewards are available. Stewards from other clubs are assisting others, though there is a sustainability issue with this practice.

The Victorian Off Road Panel will be holding the Victorian presentation night at Sea Lake, as it was deemed to be central to where the award recipients are located. This will see National Class Winners and State Winners recognised.

Some good responses have been received so far to the single event licence from clubs.

### **3.2.4 Tasmanian Report**

Mr Wylie reported that next year's calendar has been set with 4 state events, La Trobe, Kellervie, St Helens and a final, the venue for which is TBA. Two of them will be sprint type rounds, being La Trobe and St Helens, with Kellervie a possibility.

The numbers of cars have increased, especially in Southern Tasmania (SORRA), while TORRC is still low in members and vehicles. NWOCC is likely to retain similar numbers as 2008.

The Tasmanian Off Road Advisory Panel (TORAP) would like to see the age limit dropped for Drivers of Single Seat Cars namely on Short Course Events.

Sourcing sufficient numbers of officials remains a problem, as found in other states.

The Panel is looking at running a Sprint series this year, based on circuit sprint format, which would be timed lap (prologue) with six cars on track at one time which have similar times. It would have 3 heats each concluding in a final, however this is still in planning stage.

The State Off Road Person of the Year awarded to Ian James, with the State Series Winner being Steve Watkins in Extreme 2WD Class.

State panel is currently concerned with the potential outcomes relating to discussions on safety of older cars and permitted modifications, due to the fact that the off road fleet in the state is largely made up of older cars.

State panel Chairman is Ian Wheelan, SORRA Troy Mason along with Ian Wheelan, TORCC CARA with Peter Hay and Phil Bullberger, NWORCC Scott Rockliff.

### 3.2.5 NSW Report

Mrs Zettyl reported that the NSW 2009 State Championship calendar again has 7 rounds,

Dondingalong	Mar 21 - 22
Crookwell	Apr 18 - 19
Witittren	Jun 20 - 21.
Milbrodale	Aug 15 – 16
Warialda	Sep 19 – 20
Nabiac	Oct 31 – Nov 1
Colo	Nov 21 - 22

The Long Course Series (running within the current NSW State Championship) will continue in 2009

- Nabiac is holding the Four Hour Enduro club /multi-club event on the 1<sup>st</sup> March 2009, an event which was postponed from May last year due to the heavy rains.
- SORRA has 3 club rounds and two driver training days planned for 2009.
- Hunter Valley Club has a club day planned for February, which is a Kids with Cancer fund raiser
- The Crookwell club has their Ray Vasty Memorial Cup Club day planned for December 6<sup>th</sup>.

The NSW Off Road Advisory Panel has had a couple of changes with the following members appointed for 2009.

Jeff Cripps (Chairman)	Susan McIntosh (Secretary)	
Tracey Duck	John Bachelor	David Hartwig
M Latimore	Marion Baxter	James MacDonald
Steve Honey	Dick Allport	Peter Sowter
Murray Bignell	Darren Stocks	

Mrs Zetl will be remaining on the panel as NSW point scorer and as NSW AORCom Commissioner, but has resigned as SORRA's ORAP representative as the Panel now reports directly to AORCom and she feels it is best that she does not represent any one individual club.

95 drivers competed in at least one event in NSW during 2008, with entries ranging from 25 to 64 vehicles per event. It is hoped we see more entries at the lower end of the field this year.

Mrs Zetl noted some issues on the agenda for upcoming NSW ORAP meeting:

4.1 Refuel Area (02-0811-ORAP-05)

Motion on Notice, "that each State Championship event has a separate designated refuelling area".

4.2 Minimum Age in Pits (02-0811-ORAP-07) Submission to be drafted for consideration by CAMS and Sport & Rec. Please see attached letter sent to John by Hunter Valley Off Road Club last year.

NOTE: The CAMS Manual does not currently state an age limit for Pit Crew.\*

4.3 NSW Off Road Classes (02-0811-ORAP-08) Proposal to introduce Single Seat class into NSW Championship Regulations.

*\*Note: The minimum age presently accepted by CAMS insurers is 16.*

### **3.2.6 Qld Report**

Mr Innes advised that 2008 was a very successful year for Queensland Off Road Racing, with a continuation of the increased level of entries and a very full calendar of events. A lot of this increased entry numbers came from the 4WD classes, but there was an overall spread of increased competition across the classes. The only negative aspect could be considered the dying off completely of the Clubman Class.

The Queensland round of the AORC at Goondiwindi incorporated a State Round as 2 Sections of the 3 Section event and this proved to be a very good change as the state entries were significantly improved over previous years and this also contributed to the best number of total entries seen at Gundy for quite a long time.

The Goondiwindi event further enhanced its reputation as the event that a large number of competitors consider to be the most challenging and enjoyable on the AORC Calendar. The unique format of individual laps within the sections continues to be very appreciated by competitors and for 2008 the Goondiwindi Motorsports Association hosted a Grand Finale Presentation Dinner, which was very well presented and proved very popular with competitors. The 2008 event as you all know was put in to a difficult situation the day before the event when the Clerk of Course and Event Secretary were hospitalised after a car accident. Fortunately, the excellent depth of talent that the Brisbane Sporting Car Club and off road racing in Queensland has with experienced and highly competent event administrators meant that others were able to step in to these roles at short notice and fulfil the duties very well.

The 2009 Queensland Calendar will consist of 10 events which will contribute to the Queensland Off Road Championship, Queensland Off Road Series and Queensland Off Road Short Course Series. It is an indication of the health of off road racing in Queensland that the calendar is so full and many clubs are prepared to conduct events.

The first event for the year, the Rockstar Echo Valley Short Course conducted by Blackflag Motorsports, is being conducted this weekend with a good field of entries. Latest I heard was about 30.

This will be followed by the Goondiwindi 200 Long Course, Round 1 of the QORC on 7<sup>th</sup> and 8<sup>th</sup> of March, conducted by Goondiwindi Motorsports Association and Millmerran Auto Club, which is held on a shortened version of the AORC track.

The 3<sup>rd</sup> event for the year is scheduled as the Jimna Long Course, Round 2 of the QORC, conducted by SEQORRA, however there is now an issue with access to the property and this event will have to be at a different yet to be determined venue. SEQORRA does seem keen on ensuring that the event will proceed at some other venue, so there is confidence this will not drop off the calendar.

Gympie Auto Sports will conduct a Short Course Series Round at Sexton on May 16<sup>th</sup> and 17<sup>th</sup>.

Australian All Rally Group will conduct Round 3 of the QORC, a Long Course at Clifton on May 30 and 31.

Gympie Auto Sports will conduct their second Short Course Series Round at Kilkivan on July 11 and 12.

The very popular Toogoolawah Short Course event conducted by SEQORRA will be held on August 15<sup>th</sup> and 16<sup>th</sup>.

AMEC will conduct the 4<sup>th</sup> Round of the QORC on the 19<sup>th</sup> and 20<sup>th</sup> of September at a venue to be confirmed, either Tin Can Bay or in the Esk Valley.

Brisbane Sporting Car Club and Goondiwindi Motorsports Association will conduct the 5<sup>th</sup> Round of the QORC and the 5<sup>th</sup> Round of the AORC at Goondiwindi on October 17 and 18.

The final Round of the Short Course Series will be conducted by Australian All Rally Group back at Hirstglen on November 21 and 22.

Additionally, Blackflag Motorsports has the intention of running another Stadium event in Brisbane on the 21<sup>st</sup> of March. Initially this was to be at the Exhibition Grounds in Brisbane, but this is now not viable, so another venue is being considered.

At this stage, there are also some other calendared events in North Queensland, to be conducted by the North Queensland Off Road Racing Association, all Short Course events, to be held in Townsville on 28<sup>th</sup> and 29<sup>th</sup> of March, Burdekin on the 27<sup>th</sup> and 28<sup>th</sup> of June and a location to be advised on the 3<sup>rd</sup> and 4<sup>th</sup> of October.

The Moranbah club in Central Queensland will possibly also conduct at least one event, but nothing has been calendared yet.

Russell Innes

### **3.3 Finance Report**

The Off Road Manager presented the finance report.

### 3.4 Officiating Report

Mrs Emmins gave a report. The Australian Off Road Commission noted a meeting between Mrs Emmins and Tony Van Den Dungen held at the end of January. And that an IMMS presentation had been conducted as well as a SCDO structure overview. Training modules are all being currently reviewed and updates will shortly be available online.

### 3.5 Technical Commissioner Report

Mr Williams reported on technical matters arising from the 2008 season. The quality of presentation of cars continues to improve.

Random fuel testing had been carried out at a number of events with no infringements identified by the fuel testing laboratory.

Noise testing continued, resulting in some level of controversy. This is a matter to be discussed in more detail in the specific agenda item.

Some investigations regarding suspension seats are underway. An injury occurred in at least one event where the competitor attributes the injury to that style of seat.

There remain some issues regarding mirrors to be addressed.

## 4 MATTERS ARISING FROM PREVIOUS MINUTES

### 4.1 Side Intrusion Requirements

Following the inquiry into the fatal accident at Donald, it was agreed by AORCom that additional side intrusion protection be required in buggies with larger side openings.

A survey has been conducted which has established some key dimensions pertaining to the cars in question. A proposal to set a dimension of from the lower chassis rail to the 'hip' rail was put forward based on the survey results, this being 450mm.

The following issues have arisen in consultation:

- The maximum window opening dimension should be specified, which might mean some conflict between that and the minimum dimension on the diagram. This dimension has not been specified yet.
- The proposed diagram requires clarification. e.g. what is 'compulsory' – is it the 'roof reinforcement bar' and if so, that means further changes are required as these are presently only compulsory in cars with roof spans over 700mm.
- The names of the applicable tubes should be included so there is no confusion as to where any measurements are to be taken from.
- The diagram showing the frame from a 3D perspective may assist, perhaps a couple of different configurations, particularly in visualising the new bar which could have a bend in it.
- Queries relating to the use of an unsupported single bar. Does it require one or two additional support members, potentially replacing the existing nerf bar arrangement?
- Any bar added should meet with the peak of triangulated bars below the upper rail
- Rename the 'hip rail' as the 'upper side rail' (*or perhaps bar*)

It was **RESOLVED** that from 1 January 2010, the following requirements are to apply to cars competing in Off Road events (to be added to GR9):

## SIDE PROTECTION

To ensure that buggy occupants are provided with additional protection in a side impact situation over that provided by some existing designs, the following requirements shall apply from 1 January 2010.

Each buggy shall have an upper side bar (formerly referred to as the 'hip rail') on both sides of the buggy, of dimensions meeting the minimum tube sizes outlined in Regulated Tubes Specifications, positioned not less than 450mm above the bottom chassis rail.

Where a buggy does not comply with this requirement in its present configuration, additional side protection members shall be added, as follows:

### Option 1

Upper and lower bar, including a reinforcing cross design utilising either two uninterrupted tubes joined by a gusset at the cross (preferred), or a 'conventional' cross design where one of the tubes is cut and welded to the uninterrupted tube. Gusseting of this join is recommended.

The side protection structure shall be no less than 800mm in length at both the upper side rail and lower chassis rail unless the front leg to main hoop dimension where the structure is attached is less, in which case that dimension shall be the minimum.

Minimum tubing dimensions: 38mm x 2.5mm

Refer to 'Regulated Tubes Specifications' for material specifications.

The lower side protection bar shall be attached to the bottom chassis rail.

A structure to this design may take the place of a nerf bar if the structure also complies with the requirements for a nerf bar.

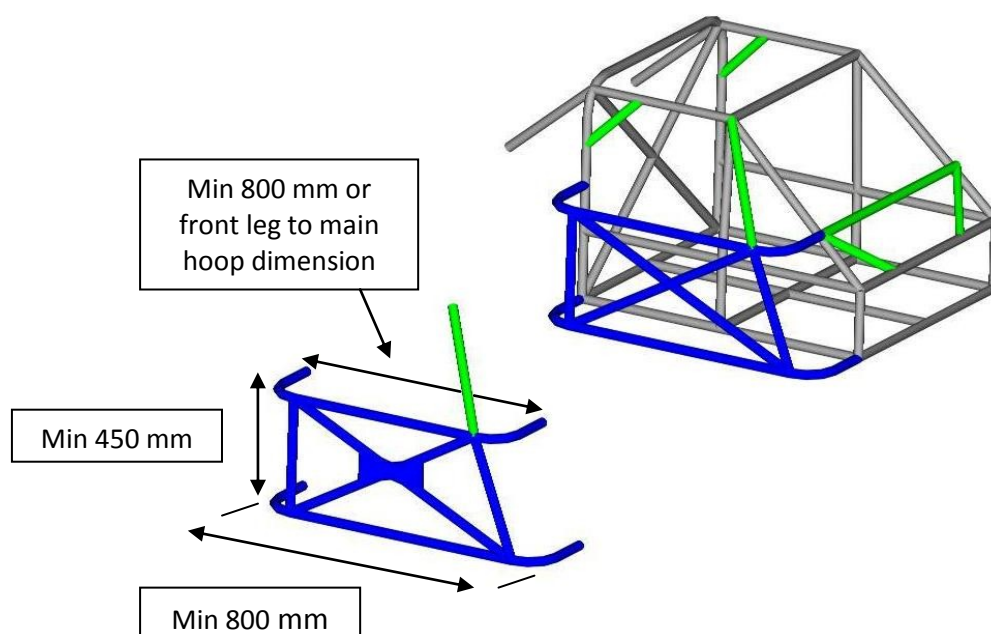


Diagram 1.1

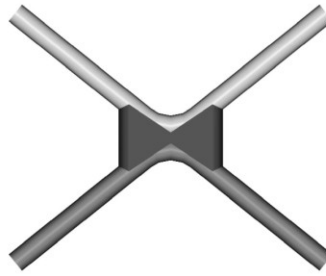


Diagram 1.2(Detail of Gusset to be utilised)

## Option 2

*Single tube design, attached at either end, with at least one additional supporting member .*

Minimum tubing dimensions: 38mm x 2.5mm

Refer to 'Regulated Tubes Specifications' for material specifications.

A structure built to this design shall not take the place of a nerf bar.

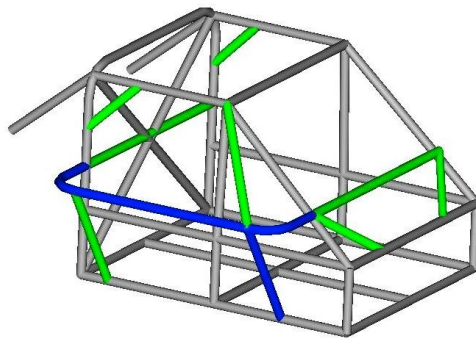


Diagram 2.1

## Attachment

Any of the following methods of attachment may be utilised:

1. Welding
2. Sleeved joiner welded to the frame, additional framework attached by at least one grade 8.8, 8mm bolt.

Refer Diagram 253-34 or 253-35 in CAMS Manual Schedule J Safety Cage Structures

3. Bolted flange welded to frame. Each flange shall be at least 3mm thick (minimum 6mm total when two flanges are butted together). The additional framework shall be attached by at least two grade 8.8, 8mm bolts for each pair of flanges.

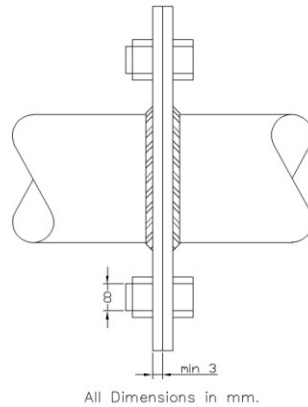


Diagram 2.2

### Additional guidance on fitment

While minimum standards have been set, Competitors should consider the rationale for this requirement and design the additional side protection structures to provide as high a level of protection practicable.

In accordance with Article 1, adequate space to exit the car must be maintained. This may be achieved by moving the side protection structure further outboard from the existing frame structure.

Additional gusseting or support tubing is recommended where the upper side bar does not align with existing tubing on the same plane.

Gussets may be added to all welded tube joins.

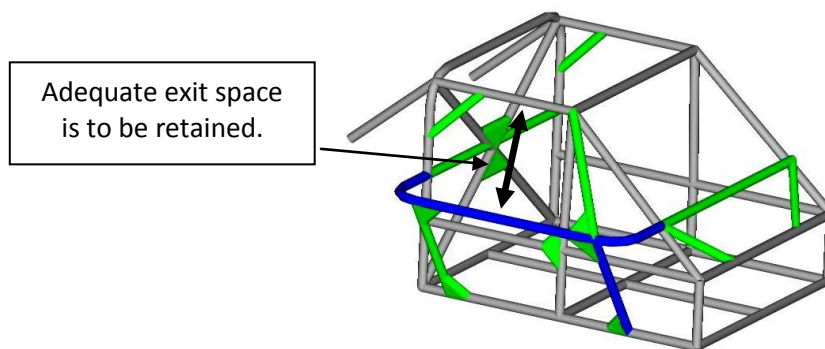


Diagram 2.3

It was also **RESOLVED** that 'Roof Reinforcement' be amended as follows:

**4.1 Compulsory Roof Reinforcement for Buggies with roof spans 700mm or greater:** The following roof reinforcement is mandatory for all buggies. with roof spans over 700mm, and recommended in others.

Notwithstanding "Implementation", all buggies with a roof span greater than 700mm between point C and point D of the diagram "*Compulsory Reinforcement for Buggies with Roof Spans of*

~~700mm or Greater” shall be fitted with reinforcing bars complying with either Option A or Option B in the diagram.~~

## 4.2 Apparel

The Commission noted the updated proposal regarding apparel standards for implementation in 2010, which had incorporated some comments from the Commission.

The Commission was supportive of the proposal as it applies to Off Road (Apparel Level B), though identified that there needed to be clarification in two areas:

1. Regarding footwear requirements AORCom felt that the reference to ‘leather upper’ was potentially confusing given that many competitors may look to elastic sided work boots as an option (the elastic being likely to melt in a fire), and that this could be addressed by referring to them as ‘full’ leather upper. This would still allow lace up work boots or similar rather than a motor sport specific item.
2. AORCom was of the view that the requirements for gloves were such that it was possible that some could interpret the *requirement* to in fact be only a recommendation.

It was noted that some felt that under certain circumstances gloves were not ideal in some off road situations, particularly in wet conditions, where grip on the steering wheel could be limited by water and mud. In those situations, some drivers preferred not to wear gloves.

### Proposed CAMS Apparel Standards for Implementation 1/1/2010

#### Apparel Standards

Apparel Level	Helmet	Head & Neck Restraint	Race Suit	Underwear	Balaclava	Footwear	Socks	Gloves
A	Yes	Strongly recommended	FIA 1986 or FIA 8856-2000	FIA underwear strongly recommended	FIA unless wearing a helmet including a flame resistant lining	FIA	FIA	FIA
B			As above or SFI 3.2A/1 (single layer)			As above or leather upper	Non flammable material, FIA strongly recommended	
C	Yes for all Speed Events	Recommended	As above or non flammable material, neck to wrist to ankle coverage	Not compulsory	Not compulsory	Enclosed with flat sole	Non flammable material	Recommended, non flammable material
	Recommended for all other disciplines unless specified in event regulations							
D	Full face	No	Abrasive resistant	No	No	Ankle cover	No	Abrasive resistant

#### Notes:

- Helmet standards will be consistent with those contained in the current CAMS Manual.
- The standards specified in the table above are minimum requirements, the use of apparel to a higher approved standard is always encouraged.
- Where FIA standard apparel is specified, this apparel must comply with the FIA 8856-2000 Standard or other as noted.
- Where “No” is specified in the table above, there is no specific requirement to meet a minimum standard.
- Co-drivers are exempt from the requirement to wear gloves in events where they are required to handle notes or maps.

*Note: This proposal is not finalised and is still in the discussion and development stage.*

## 4.3 Noise Testing

From the previous meeting:

### **4.2 Noise Testing**

*The Commission discussed the issue of noise testing.*

*Mr Paterson noted that documentation had been received for consideration.*

*AORCom noted that in addition to the technical issues surrounding noise and its measurement, there is also an OHS & duty of care issue that relates not only to competitors but also to spectators, organisers and officials.*

*AORCom agreed to move forward with procedures and policy on the addressing of noise testing. The Commission are to meet later in the year via teleconference to finalise a position on this matter. This will be communicated to competitors and organisers well ahead of commencement of the 2009 season.*

Since that time there has been the establishment of the competitor advisory group, with this being one of the major issues for them to consider.

There have been no changes to the regulations pertaining to noise at this time.

To further address the noise issue, it was agreed that the following schedule would be adopted:

- Commence work: 2008
- Establish existing civil regulatory environment: March 2009
- Proposed requirements developed: April 2009
- Consultation with stakeholders: completed by April 2009
- Implementation of any revised regulations or testing procedures: ASAP / appropriate quarter: 2009
- Complete work: Aug/Sep 2009

AORCom also noted that the existing situation is unsatisfactory and that it will be an expectation that competitors take steps to reduce the noise outputs of their vehicles where they are over the limit.

It is recognized that there are some variations in the measurements due to differing environmental conditions, which does not mean that the readings are incorrect. If taking a conservative approach to meeting noise requirements, it was possible to comply with existing regulations. Some guidance will be prepared for competitors to assist with this process.

Other options including a requirement for each car to be fitted with a muffler and for all exhaust gases to be routed through a muffler will also be considered.

Mr Williams will undertake further research into the matter.

Action:

MW / BE / CA

#### **4.1 Single Event Driver Licence**

A recommendation went before the Board at its 11<sup>th</sup> February teleconference.

The Board has approved this, with the condition that one of the crew members hold a full off road licence. This will be trialled for 2009, with a review toward the end of the year at budget setting time.

AORCom noted that a condition had been placed on the licence that the holder needed to be accompanied by the holder of a full off road licence. After reviewing this additional condition, it is the view of the Commission that this requirement is unnecessary as the prerequisites for a Single Event Licence holder are essentially the same as a crew member on a full licence entering their first event.

A recommendation will be put to the Board with a view to deleting this requirement.

Action:

CA / BP

#### **4.5 Trophy Kart Specification**

Provision has been made within the regulations for Trophy Karts to be run at Off Road events, however at this stage the need to detail the trophy kart specification remains.

Information is required from Mr Simpson to move forward. The Chairman and new board member Laurie Svenson have volunteered to assist Mr Simpson.

Proposed Schedule:

- Commence work: 2008
- Incorporate provisions for Trophy Karts in Off Road section of 2009 Manual (completed)
- Have event organisers make provision for Trophy Kart activity Feb 2009
- Document specifications for Trophy Karts March/April 2009

Action:

BE / LS

#### **4.5 TORC Buggies**

Responsibility for the management of this group of competitors, presently concentrated in Victoria, but with interest from elsewhere, has been allocated to the new Australian Sport & Club Development Commission by the Board.

The CAMS Manager Technical Regulations and Homologation has been authorised to finalise the technical regulations by the Board.

### **5 AUSTRALIAN OFF ROAD CHAMPIONSHIP**

*Note: This part of the meeting was conducted on the Saturday 14th February.*

#### **5.1 Series Steward Report**

The following report of the 2008 Australian Off Road Championship was provided by AORC Series Steward Judyth Humphreys.

The series was conducted over 6 rounds with 2 in Vic and 1 each in SA, WA, NT and QLD. Entry numbers ranged from 75 at Donald to 49 at Sunraysia.

#### **General Comments**

- Congratulations to each of the organising committees for their efforts in putting their events together.
- Scrutineering venues and the standards of scrutineering were generally very good.
- CRO's generally performed their role very well and liaised well with stewards. Their role could be promoted more with competitors.
- Good commentary was provided.
- Pre-event promotion and media coverage was generally well done.
- Results generally produced well however more attention is needed, at several events, to some aspects of Appendix D of the Organisational Requirements.
- Good camaraderie evident amongst competitors.
- Generally good standard of officials.

## Future Considerations

- Closer attention to venue signage is recommended e.g. pit area, spectator area, parking, camping, Headquarters, direction signs for spectators and competitors etc.
- Spectator areas – the following points are from Section 15 of the 2009 Organisational Requirements and should be complied with. i.e.
  - Spectator guide prepared indicating the **no go** areas, the spectator areas and including the disclaimer.
  - Disclaimers displayed at each spectator point.
  - A spectator control official to be appointed to the organising committee.
  - Spectator marshals to be at each spectator point and equipped with vests
  - Adequate public address system operating.

*The use of barrier mesh rather than bunting is recommended if no permanent fencing (not strands of wire) is utilised.*

- Pit area – more attention to the following is advisable
  - general location and layout of the pit area
  - use of barrier mesh instead of bunting for the perimeter of the area if no permanent fencing (not strands of wire)
  - limit number of entry points and stationing of a pit marshal at each entry point
  - signage
  - portable toilets located in the pit area
- Course check – organisers are asked to refer to article 10.6 and Appendix A. It is recommended that a form/checklist be developed for the checker to use to indicate his satisfaction with the aspects of the event for which he/she has responsibility.
- Briefings – it is asked that the time and location for the stewards' briefings be listed in the time schedule for the event – at the least the first briefing should be listed.
- It is suggested that more attention be given to consistency of the cautions signs throughout the course.
- It is requested that a copy of the emergency/safety plan be sent to stewards with the Supplementary Regulations.

*Mrs Humphreys thanked the organisers for their hospitality during what was a most enjoyable series.*

## 5.2 Role of the Checker

The meeting was referred to the AORC Organisational Requirements for full details of the role.

2008 was the first full year of implementation of this system which is intended to ensure the following critical issues have been satisfactorily addressed:

- Spectator safety via risk assessment undertaken in conjunction with the Organisers.
- Compliance with relevant CAMS regulations, including track marking
- Public relations (e.g. ensuring notification of local residents has occurred)
- Approval from relevant authorities has been received
- Approval of landowner/s has been received.

The Checker is required to ensure that the Event complies with the AORC Sporting Regulations, such portions of the Off Road Standing Regulations which apply and the Organisational Requirements.

Discussion about the potential appointments to the role, and issues encountered during 2008.

It was **AGREED** that a check list be devised by Marilyn Emmins in order to assist the checker. Consultation will occur with the Hyden Checker with a view to fine tune the checklist for the approval of the Commission in due course.

A further suggestion was that there be a checker nominated for the year, and to possibly split the role of event / course checker. Cost and time for the person involved were issues raised in relation to this proposal, in particular when checking in advance of the event is a requirement. It was agreed this would not be pursued at this time.

Course marking was an issue raised. It was noted that it is possible for the organisers to utilise the advice of competitors to gain an additional perspective on the marking which is often a controversial topic. It was acknowledged that in some cases this feedback may be too late to make meaningful change, particularly if takes place after reconnaissance. This is part of the checker role – to provide a further opinion with enough lead time to enable both compliance and additional consistency of marking to be achieved.

Action:

CAMS/ME

### **5.3 Regrouping**

The Commission discussed requirements for regrouping. There is a large body of support amongst competitors to utilise regroups, particularly in dusty events.

It was noted that it could extend the day too much leaving spectators watching an empty track. The success of regrouping largely depends on the overall structure of the event as in some events, as it is now restart can achieve regrouping in a particular way. A way of minimising the impact of increased time to an event, can be the use of impound or parc-fermé, which can be managed accordingly.

The general consensus of the Commission is to maintain the rule as it stands.

### **5.4 Spectators**

The Commission discussed with the invited AORC organisers the existing provisions and risk management efforts regarding spectators. It was noted that season 2008 has shown incremental improvement on previous years.

Overall it was a matter of documenting all steps made to improve safety measures, and to take into account the worst possible scenario. Many of these steps have been inserted into Section 15 of the AORC Organisational Requirements.

### **5.5 Clerk of the Course Responsibilities**

There was discussion about the Clerk of Course role, and issues encountered during 2008. It was agreed that there should be more use made of the Competitor Relations Officer, being the primary point of contact for any competitor issue or grievance.

### **5.6 Start Procedures**

The Commission discussed a new start procedure requirement, whereby false start/jumping start issues would be dealt with.

It was **RESOLVED** that the start system used in off road should be generally in line with the procedures in place for circuit racing.

Based on the Race Meeting Standing Regulations, it is proposed this be as follows:  
*“The start of the competition will be indicated by the extinguishing of the red light. A green light may be shown to indicate that the competition has started.”*

## 5.7 Safety Plans

The Commission discussed the minimum requirements for safety plans. It was noted that plans needed to comply with CAMS level A requirements, and that they should incorporate the various elements included in a model example distributed during 2008, which includes a list of key contacts.

It was further agreed that key event officials need to be thoroughly conversant with the plan and be aware of their responsibilities whilst responding to an emergency.

Action: Organisers

## 5.8 Emergency Intervention

Discussion surrounded some issues which had arisen during 2008 and means by which to improve responses to emergencies, in particular in relation to ensuring extensive knowledge of procedures of multiple officials.

Action: Organisers

## 5.9 Standard Supplementary Regulations

The Commission proposed that Standard Supplementary regulations be adopted for AORC events after the Finke Desert Race.

Mrs Humphreys noted to the Commission that a draft of standardised Supplementary Regulations is progressing well, with a view to distribute to the Commission in the near future.

Action: ME / JH / CA

## 5.10 Entry List

The Commission discussed a new requirement for the entry list to be approved by CAMS. This is to ensure that registered competitors and tri-Series nominations are correctly identified in the entry list for the information of competitors, media and also for point score purposes.

Doing so will address some issues that arose in 2008, where Tri-Series competitors in particular sometimes did not know who else in the event was scoring points and therefore how to strategically approach the event.

The Executive Officer submitted an example of a spreadsheet to the members of the Commission for discussion.

It was **RESOLVED** that the organiser would include this information on their entry list (ideally in the format proposed) and submit the entry list to CAMS for checking and approval at the earliest opportunity following close of entries.

Any entry lists published prior to approval are to be titled as provisional.

Action:

Organisers / CAMS

### **5.11 Prologue Seeding**

The Commission discussed the requirement for the seeding of the Prologue to be approved by CAMS/AORCom. There is a possibility to combine with the approval of the entry list above. Mr Innes provided a recommendation to the Commission for consideration to establish a means of seeding the Prologue Start Order for AORC events.

The Commission decided that at the close of entries, for organisers to submit the list to a Prologue Seeding Committee to be constituted of Mr Murray Rogers, Mr Innes and Mr Daniel Rogers, and to include a representative of the event in question (nominated by the Organiser).

Seeding will be undertaken on the basis of known prologue performances and speed, not results.

Action:

Organisers / Seeding Committee

### **5.12 Championship Registration**

It is part of the first Stewards meeting agenda to confirm any championship registrations that have been received by the organisers.

It was requested that the organisers nominate one person (say the Secretary or Chief Document Checker) who collects any last minute AORC registrations for forwarding to the Stewards. There is also a need for event officials likely to receive this question to be briefed regarding who these should go to.

The cut off time for applications is the close of documentation with a view to enabling these additional registrations to be incorporated into the start list and results. People who have not lodged their registrations by the end of documentation will not score points in that particular event. It is also possible for Tri-Series competitors to amend their round nominations up to this point using the same process.

It is imperative that all applications received at the event be forwarded to the Stewards and their details be advised to the Scorers.

Following the event, any registrations received at the event shall be forwarded to the CAMS Off Road department.

CAMS will send the most up to date list of registrations it has to all organisers at regular intervals in the lead up to each event.

Action:

Organisers / AORC Steward

### **5.13 Results**

The Commission discussed the overall timeliness of lodging results with CAMS along with the format of reports. Delays and inaccuracies have meant that too much time is elapsing for the production of the point score and the accuracy of the point scores is not as high as desired, meaning a number of post publication changes are required.

The assistance of the organisers is requested.

Murray Rogers offered his assistance with regard to the points.

Action:

Organisers / ME / MR

#### **5.14 Commercial Issues**

The Commission noted that the appointed Media Co-ordinator compiled a submission detailing all Media articles for the year, directly related to all Off Road Activities. It was noted that for 2008 Mr Kilner has achieved an improving level of recognition and coverage of Off Roding in various publications.

The Commission noted an expression of interest from an apparel supplier along with examples, and a detailed presentation provide to the Commission. This matter required further consultation with members of ORRInc, though the Commission was impressed with the proposal.

Several sponsorship proposals have been sent, though due to the current commercial environment, no interest has yet been received.

Action:

ORRInc

#### **5.15 Media Accreditation / Filming Rights**

The Commission discussed media accreditation procedures as outlined in the Organisational Requirements. Organisers are reminded that media with additional access to the event over and above what spectators are permitted need to be accredited utilising these requirements.

Action:

Organisers

The Commission discussed potential filming rights of the AORC. The filming rights in there entirety, rest with CAMS, which in turn are able to delegate to a commercial partner, in this case ORRinc.

Discussion has been entered into with several potential providers which have resulted in two proposals for filming. This matter required further consultation with members of ORRinc, however the Commission noted the high quality and high potential of both proposals.

Action:

ORRInc

#### **5.16 Pit/Paddock Control & Definitions**

The Commission discussed the delineation of pit and paddock areas and access of the public to these areas.

OR1102 It was moved B Waldron / H Piercy that:

For AORC events, a pit area maximum speed limit of 20km/h be adopted.

*CARRIED*

*5/2/0*

It was agreed that the matter should be specifically considered by state panels based on the nature and risk of the venues being utilised.

Education of competitors should also occur so as to reduce the number of instances of pit speeding.

#### **5.17 Enforcement, Aerial Outside Assistance**

The Commission noted a recommendation from the Finke Desert Race Inc which requested that clear cut procedures be developed to identify and penalise teams receiving outside assistance, specifically assistance from air craft.

At the moment there is a ruling forbidding outside assistance but there seems to be no way to monitor the communications between air craft and competitors. There have been reported incidents where it is suspected that aerial assistance was given; both in the monitoring of the track and the supply of parts during competition time, but protests were not lodged as it was difficult to prove and against the culture of many competitors.

The Commission agreed this was a difficult issue to control. However, the event can pursue such matters through the CAMS judicial process and suggested that where there is potentially sufficient evidence for there to be a breach of the rule established, this be followed.

#### **5.18 In-Car Video Footage**

The Commission noted a recommendation by Mr Innes referring to the possible merits of the Stewards having access to any in-car footage to assist in Stewards hearings.

It was mentioned that it is common for most cars to have multiple in-car cameras.

It was **RESOLVED** that wording will be included in the sporting regulations to allow access to footage.

Where relevant, parc-ferme or impounds would be the ideal location to obtain this footage as otherwise it may become difficult to obtain.

#### **5.19 GPS in the AORC**

The Commission noted a recommendation by Mr Innes referring to the possible sanction of use of GPS units on the grounds of safety.

This is recommended in the light of the Sunraysia incident which saw a number of vehicles deviate from the course after taking the incorrect route.

It was decided that further investigations are required prior to making a decision. The possibility of utilising a standard unit was considered.

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

No items.

## **7. OFF ROAD VEHICLES**

### **7.1 GR 9 – Frame Requirements Moving Forward**

The revised frame requirements (GR9) have now been in place since 2005 and have achieved a simplification of many issues relating to frame building when compared to the older regulations, which few if any newer cars would have complied with.

However, there are some anomalies that should be examined. It is proposed that a small working group be established with a view to identifying these issues, evaluating world standards/trends for off road frames and, in conjunction with the CAMS Technical Department, looking at a revision of the regulations with a view to having these take effect 1 Jan 2010. This was AGREED.

Proposed Schedule:

- Commence work: 2008
- Complete survey of existing frames: December 2008
- Finalise proposal for revised requirements for side intrusion on existing frames (some additions possibly required to existing frames): Feb 2009
- Commence review of GR9 (off road frame requirements): Feb 2009
- Promulgate side intrusion requirements: March 2009
- Consider and revise GR 9 as appropriate (largely to address anomalies and simplify requirements for competitors): Aug/Sep 2009
- Implement requirements: Jan 2010

Mr Erceg advised he would gather information on an engineering test to be conducted and to compile other frame reports.

Action:

CAMS / BE / BW / DR

## **7.2 Suspension Seats**

The Commission received an update from Mr Williams regarding his investigations relating to potential issues relating to the use of suspension seats.

Overall, some other disciplines have been known to move away from this type of seat. The compression into a seat which has such a suspension mounting, potentially may influence how the safety systems operate in a serious collision or rollover situation.

More information was requested for a proposal to be sent to AIMSS.

Action:

MW / CAMS

## **7.3 Safety in Older Vehicles**

The Commission discussed potential issues relating to high performance levels of older cars, particularly in relation to occupant protection and overall safety.

It was the view of the Commission that to ensure as best as is practicable that cars remain in serviceable condition, a system of targeted scrutiny be considered for implementation from 1 January 2010.

This system is already in place in circuit racing and involves an annual detailed inspection and again after every four events. It is envisaged that in the context of an off road vehicle, this would involve removal of all panels and include an inspection of tubing for obvious signs of damage or other deterioration.

The matter is to be referred to state panels for feedback to AORCom and consideration again at a future AORCom teleconference.

Full details of the targeted scrutiny process are to be provided to the Commission.

Action: All

#### **7.4 Clubman Buggy Class**

The Commission discussed the subject of the future direction of the Clubman Buggy Class. It was agreed it has not generated the interest or participation that was originally envisioned for it and the class is poorly supported in all states.

It was noted that these cars could be easily incorporated into Super 1650 and therefore would not become redundant.

The Commission **RESOLVED** to delete the Clubman Buggy Class at the conclusion of season 2009.

Action: CAMS

#### **7.5 Harnesses – Australian Institute of Motor Sport Safety (AIMSS)**

AORCom noted the extended life of FIA standard harnesses which had been authorised by the Board of CAMS following testing carried out by AIMSS. Of particular interest to Off Road was the SFI standard harness which is the standard predominantly in use in off road events due to the lever latch most incorporate.

Although a number of SFI standard harnesses had been provided to AIMSS, it is understood there were not enough to constitute a statistically significant sample upon which a recommendation could be made. At present the life span of these harnesses remains at 2 years as set by the SFI standards organisation.

The recent press release indicated the possibility of SFI belts being subjected to similar testing and AORCom requested an update from AIMSS. It was noted that sample belts would be able to be sourced for the purpose of testing.

It was also discussed that there may be a requirement for additional funding to complete the testing process. With the opportunity provided to competitors to make an AIMSS donation with their licence renewal, the Commission requested information regarding the contributions that Off Road licence holder has made to AIMSS.

Action: CAMS / AIMSS

## **8. GENERAL BUSINESS**

### **8.1 Integrated Motoring Management System (IMMS)**

The Commission received a presentation from the Manager of Motor Racing and Motorsport Development Mr Masi detailing the new Integrated Motoring Management System (IMMS) being implemented by CAMS.

## 8.2 AORCom Terms of Reference Review

The Commission discussed the revision of all Commissions Terms of Reference and for them to incorporate new structures, appointment processes and to standardise various aspects of meeting procedures.

It was mentioned that if possible, it would be good to incorporate two year appointments for Commissioners, and if so, to consider the possibility of staggering the terms of Commissioners in order to not lose valuable experience and to maintain a level of continuity.

## 8.3 2009 AORCom / Off Road Planning Priorities

The following issues, some of which are covered earlier in the agenda, have been identified as issues for off Road to be noted as planning priorities as part of the CAMS Annual Plan:

- *Strategic planning*
- *Take steps to ensure costs of competition are balanced with risk in all areas*
- *ORRInc & AORC commercial development, including organiser agreements, sponsorship and TV*
- *Noise regulation, measurement & enforcement*
- *Performance potential/speed limitation*
- *Trophy Karts – continue implementation of new group (provision already made in 2009 regulations)*
- *Frame requirements / side intrusion review*
- *Communication / Engagement*
- *IT / web solutions*
- *SUV Super Series*
- *Single Event Off Road Licence*
- *Off Road Championship / Series Sporting Regulations*
- *IMMS implementation*
- *AORCom meetings*
- *Travel*
- *Review 2010 fees to ensure risk and costs are balanced*
- *2010 calendar*

## 8.4 AORCom Member Portfolios

The Commission received a recommendation from Mr Innes detailing the establishment of portfolios and to allocate a Commissioner for responsibility for each portfolio. It was identified that the main areas of focus were Technical Scrutiny, State and Club racing, Officials/OH&S AORC Competitor Development, and Trophy Karts.

With discussion it was decided to allocate the Commissioners to the following portfolios;

- |                               |                               |
|-------------------------------|-------------------------------|
| • Technical & Scrutiny        | Bruce Waldron & Daniel Rogers |
| • State & Club Competition    | Sue Zettl & Andrew Wylie      |
| • Officials & OHS             | Marilyn Emmins & Hugh Piercy  |
| • Driver & Junior Development | Russell Innes                 |
| • AORC                        | Russell Innes                 |

It was also agreed that profiles of the Commissioners should be placed on the website along with the allocated proposed portfolios (including contact details).

It was proposed that in order to diversify knowledge within the Commission, it would be appropriate to enact a rotation system of portfolio allocations.

### **8.5 State Off Road Panels**

Mr Innes raised the matter of accurate communication between AORCom and all State Panels.

Various means of doing so were discussed, but it was agreed the best method continues to be reporting by the Commissioners to Panels, and where possible documenting key issues for panel members to take back to their clubs.

Action: All

### **8.6 Stadium Off Road – Track Assessment / Track Licences**

The Commission discussed the issue of track assessment and track licences for stadium off road events. A number of stadium events were conducted last year after an absence of several years, however some teething issues were encountered, in particular in regard to the evaluation and approval of venues.

Technically they are not speed events, however it is very important that an event which is designed to attract spectators, and which involves side by side racing of cars with large amounts of suspension travel, are conducted in appropriate venues.

This has required some works being undertaken in addition to those initially planned in order for CAMS to issue a permit to the event which has caused some angst.

It would seem that some of the necessary knowledge resides with the Regional Track Inspectors to address these issues, in most cases before there becomes a significant time issue.

It was **RESOLVED** that venues being utilised for Stadium Off Road events be subject of a Category C CAMS track licence, which will involve inspection by a CAMS appointed track inspector.

Action: CAMS

### **8.7 Advisory Group**

The Commission discussed briefly the Advisory Group which consults directly with the Commission on various matters pertaining to particularly AORC related matters. A number of issues remain in the pipeline and further consultation is required on those matters.

Action: RI

### **8.8 CAMS Website – Update of Off Road Information**

The Commission noted a report regarding the update of the CAMS web site which should provide better opportunity to communicate Off Road specific matters.

## **9 CLOSE**

### **9.1 Next Meeting**

The next meeting is scheduled for (TBA)

The meeting closed at 3.40 pm.