



AUSTRALIAN RALLY COMMISSION

MEETING SUMMARY 3/2018 SUMMARY OF ARCOM FACE TO FACE MEETING 15 JUNE 2018

*This summary is an edited highlights package.
Enquiries are to be directed to the Commission Executive Officer*
Issued: 27/07/2018

Issued by Commission Executive Officer to the following:

Chair CAMS Board	ARCom Commissioners	Sport & Club Development Officers
Chairs CAMS State Councils	CEO	
Chairs State Advisory Panels	General Manager – Motor Sport	

Commissioners

Colin Trinder	CT	2018 - 2020 Chair	Matthew Selley	MS	2018 - 2019
tba		Deputy Chair	Molly Taylor	MT	2018
Ian Bigg	IB	2018 - 2020	Jon Thomson	JT	2018
Hamish Marquis	HM	2018 - 2020	Glen Weston	GW	2018
Ross Runnalls	RR	2018 - 2019			

Board Member Portfolio Holder

Terry Atkinson	TA
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CAMS Administration

Lawrie Schmitt	LS	CAMS Manager Motor Sport Operations
Scott McGrath	SMc	CAMS Division Manager - Technical
Trent Price	TP	CAMS Sporting Commissions and Championships Manager / CEO Appointee to Commission
Jake Bryant	EO	CAMS Motor Sport Development Executive Rally & Off Road / Commission Executive Officer
Tom Snooks	TS	Minutes Secretary

CALENDAR 2018

AUSTRALIAN RALLY CHAMPIONSHIP

Rd	Date	Event	State	
1	3–4 Mar	Eureka Rally	Victoria	
2	27–29 Apr	Forest Rally	West Australia	
3	1–3 Jun	National Capital Rally	Australian Capital Territory	Asian-Pacific Rally Championship
4	27–29 Jul	Rally Tasmania	Tasmania	
5	21–23 Sep	Adelaide Hills Rally	South Australia	
6	15–18 Sep	Rally Australia	New South Wales	

ASIAN-PACIFIC CHAMPIONSHIP

Rd	Date	Country	Event				
1	5–6 May	New Zealand	International Rally of Whangarei	APRC		Pacific Cup	Junior Cup
2	2–3 Jun	Australia	National Capital Rally	APRC		Pacific Cup	Junior Cup
3	21–22 Jul	Malaysia	International Rally of Johor	APRC	Asia Cup		
4	15–16 Sep	Japan	Rally Hokkaido	APRC	Asia Cup		Junior Cup
5	21–22 Oct	China	China Rally - Longyou	APRC	Asia Cup		Junior Cup
6	1–2 Dec	India	Rally of India	APRC	Asia Cup		



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AUSTRALIAN NATIONAL RALLIES

Date	State	Event	Date	State	Event
17-18 Feb	Tas	Targa North West	18 - 25 Aug	NT	Classic Outback Trial
16 - 21 Apr	Tas	Targa Tasmania	31 Aug - 2 Sep	Qld	Targa Great Barrier Reef
9 - 12 Aug	WA	Targa West	9 - 11 Nov	Vic	Targa High Country

MATTERS ARISING FROM THE MINUTES

ARCOM STRATEGIC PLAN: 2019 - 2021

A draft Strategic Plan was presented to the Commission in 2018. The draft Strategic Plan incorporates elements of the CAMS Board Strategic plan in conjunction with new developments and specific rally initiatives that impact grass roots rallying, club rallying and state rallying.

Once the Strategic Plan is finalised, a summary of the Strategic Plan will be available to the public and published on the CAMS site. It is highly encouraged that State Rally Advisory Panels (SRAP) adopt elements of the ARCom Strategic Plan and work towards objectives that can prove beneficial within their respective states.

STRATEGIC PLAN DISCUSSION - FACEBOOK PAGE FOR SRAP

The Commission is considering establishing a closed Facebook Group to provide direct communications with State Rally Advisory Panels. The Commission Executive Officer is to investigate the feasibility of such an initiative and report back to the Commission.

Channels of communication have been heavily debated with a strong emphasis on providing stakeholders with the most current information flowing from ARCom. The current communication system at times has been effective but it's widely known and accepted that improvements are mandatory in order to ensure the rally community is well aware of critical and important information.

New initiatives will be trialed over the coming months with the first feasibility study looking at improving the lines of communication between ARCom and SRAP.

A further new initiative that commenced at the beginning of 2018 looks at providing better coverage for club, multi-club and state level events around each State. Articles are published on the <http://www.rally.com.au/> website. Click on the tab 'News' followed by 'State News' to view published articles. It is encouraged organiser's email rally@cams.com.au to potentially have an article published pre or post event.

RALLYSPRINT TRACK LICENCES – DOCUMENTATION FOR TRACK INSPECTION

The Commission considered a proposal for documenting the requirements of track inspections at Rallysprint 1 venues. The proposal included but was not limited to; safety for competitors, public, officials, media representatives and spectators.

As part of the inspection it was suggested that two Targeted Risk Assessments (TRA) be prepared for each Rallysprint venue outlining instances of what should be considered in the Assessments and these be listed for the attention of organisers:

- one for public safety, and
- a separate one for competition aspects (terminal speeds, run off areas, warning of hazards, how to stop a run, chicane design, et al).

Following discussion it was resolved a document for inspection of Rallysprint 1 tracks be compiled for the Commission to study, with the intention of implementing the procedure/s approved to apply from 1/1/19. Ian Bigg is to take on the task of preparing such a document.

Regarding the approval process when conducting a Rallysprint meeting the following will apply:

- on a permanent track, a Venue C Licence will be issued by CAMS Head Office upon approval of the required documents, and any changes must be submitted for further approval;
- on a temporary track, documents must be submitted to CAMS Head Office for approval and once approved the Checker will be responsible for ensuring that the track conforms to the approved documents; any variation on the day are to be approved by the Stewards prior to competition. A safety plan is to be submitted for each meeting with the permit application.



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MIN 0405: SAFETY CAGE IMPROVEMENTS FOR STATE LEVEL & ABOVE RALLY COMPETITIONS

ARCom Teleconference 11 October 2017; The CAMS Technical Manager presented and spoke to a Decision Paper with recommendations produced from the Australian Institute for Motor Sport Safety (AIMSS) report where dual occupant safety cage intrusion and general structure improvements were listed, specifically referring to Door Bars.

Once a liability is recognised (such as side intrusion, which is a very serious risk for competitors in closed road rallying) the Commission holds a responsibility to carry out its due diligence by resolving the matter.

Refer to Schedule J in the CAMS Manual Article 12.3(b)(ii):

"b) Door bars:

For Off Road competitions, State Championship and above level Race and Rally competitions (and recommended in other competitions):

- ii) For State Rally Championships and above, it is recommended that 2 or more door bars shall be fitted at each side of the vehicle in accordance with Drawings J-11, J-12 or J-13. This shall be mandatory for any Safety Cage Structure registered/certified on or after 1 January 2019".

The changes will only affect newly log book vehicles from 2019 and have no effect on existing vehicles.

MIN 0410: APPLICATION OF PRE-1986 CLASSIC C1, HISTORIC AND PRC REGULATIONS – DISPENSATION FOR SUBSTITUTION OF COMPONENTS NOW DIFFICULT TO OBTAIN

A Decision Paper was presented by the EO for the Commission to identify potential constraints to vehicle eligibility for Classic C1, Historic and PRC regulations which are due to limited availability of original component parts and determine a plausible solution that enables reasonable modifications to vehicles whilst upholding the intent of the regulations.

The Paper stated that considerations to be taken into account are:

- competitors must demonstrate on application a sufficient amount of evidence for the request to be considered;
- determine a set criteria that competitors must first meet in order for the application to be considered;
- before any decision is made, consultation with the HRA and Classic Advisory Group is compulsory;
- review of regulations must be carried out;

During discussion it was determined that an application document be available for applicants. It was also discussed that ARCom appoint a Technical Group to consider applications and advise the Commission of a proposed outcome. A live list outlining approvals be maintained as an attachment to the regulations, rather than list the approvals in the Manual. Any approval would apply to any similar vehicle (eg: perspex rear window in a Datsun 180B).

CAMS Technical will take on the task of setting up the system and it is intended to apply the procedure as soon as possible.

MIN 0411: ALTERNATIVE EXHAUST SYSTEM CONFIGURATION – G4 REGULATIONS

A Decision Paper seeking ARCom to approve a change to the Group G4 regulations to permit the relocation and replacement of the exhaust system and therefore the relocation of the turbocharger, as a result of an application being submitted for the replacement and relocation of the exhaust system for a Group G4 vehicle.

The issue presented is in regards to difficulties in the fitment of a suitable donor engine where the base vehicle that it is being fitted to, as a right hand drive version, does not permit the direct conversion of the donor engine where the original turbocharger location is affected by the base vehicles steering column and steering rack position.

The Paper sought permission to replicate the fitment of the turbocharger, and the necessary exhaust system modifications to the opposite side to that of the donor vehicle.

To effect the approval of such a modification it is proposed that the Group G4 regulations be revised to permit this change and apply the regulations for it to be undertaken.



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7. EXHAUST

Article 3.1.3 of the Group 3C PRC regulations apply.

7.1 Exhaust manifold

- (a) *The exhaust manifold must be:*
- (i) *As originally fitted to the donor vehicle; or*
 - (ii) *Approved by the recognition document to be a replacement exhaust manifold which must be of steel, stainless steel or cast iron material. In this case it is permitted to relocate the exit position of the exhaust manifold to enable the relocation of a turbocharger as approved by the recognition document.*

7.2 Exhaust System

- (a) *For a naturally aspirated engine the exhaust system is free after the exit from the exhaust manifold.*
- (b) *For a turbocharged engine the exhaust system is free after the exit from the turbocharger exhaust turbine housing.*
- (c) *Each Exhaust system must also comply with the following:*
- (i) *It may not project in any way beyond the coachwork (in plan);*
 - (ii) *The exhaust system must not be provisional;*
 - (iii) *Exhaust gases may only exit from the end of the system which must be within 100mm of the perimeter of the car and aft of a vertical plane passing through the centre of the wheelbase;*
 - (iv) *Parts of the chassis must not be used to evacuate exhaust gases;*
 - (v) *Adequate protection shall be provided to prevent heated exhaust pipes from causing burns;*
 - (vi) *It must comply with any specific civil requirements and permitted noise levels.*

The Commission resolved that the G4 technical regulations be amended to include the above. Change in regulations will go live 1/1/19.

MIN 0412: APPROVAL OF SUPPLEMENTARY REGULATIONS PROCEDURE

A Discussion Paper suggesting the Commission review current practices and policies around the issuing of "Approved" Supplementary Regulations, in particular ensuring compliance with CAMS Manual and other regulations.

The Paper stated that at times there appears to be inconsistencies between event Supplementary Regulations and CAMS regulations and policies once a Permit has been issued. This can result in regulations which are judicially unenforceable and/or implement incorrect procedures or policies.

An increasing number of Supplementary Regulations that have been "approved" have contained:

- Incorrect information – bad references to National Rally Code articles for example, particularly in view of the Code being completely revised for 2018;
- Items which are in obvious contravention of regulations;
- Unclear definitions of requirements – for example, apparel level required for an event.

The Commission suggested that a notice be prepared and forwarded to the State Rally Advisory Panels outlining what their role is in reviewing regulations, together with a list of issues to be specifically checked. The Commission Executive Officer is to investigate a procedure to carry this out and present it to the Commission for consideration.

MIN 0413: CLARIFICATION OF ROAD/RALLY MANAGEMENT STRUCTURE WITHIN CAMS

The Commission is to seek CAMS to produce and issue a clear definition of the structure, roles and responsibilities of the various areas and entities that have a role in the management and regulation of the Road/Rally category and events such as the Australian Rally Championship.

There is a degree of confusion in the rallying fraternity surrounding the various roles, rights & responsibilities that bodies such as ARCOM, State Rally Advisory Panels, Rallycorp, the "commercial" entities that some States have developed (VRO, Rally NSW), event organisers etc.

A clear understanding of this is required to support any Strategic Planning activity, and to allow the implementation of appropriate controls and correct measures to protect the interests of competitors, sponsors, organisers, officials, clubs and the CAMS.



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MIN 0415: ARCOM DELEGATION TO STATE RALLY PANELS TO VARY NATIONAL RALLY CODE (NRC)

ARCom discussed the granting of power to State Rally Panels to vary aspects of the NRC.

The recent 2018 revision of the NRC allows, in the Introduction, for ARCom to delegate approval of certain NRC variations to State Rally Advisory Panels. In considering such applications, ARCom or its delegate will take into account the need to maintain levels of safety, community relations and fairness and abide by the spirit of the NRC section of the CAMS Manual.

This change to the NRC was made in the interests of improving communication between ARCom and State Rally Panels. It may also allow ARCom more time to consider future direction rather than minor regulation variations.

The Commission determined for the ARCom Chair to raise this issue with Panel Chairs and report back to the Commission, which will then determine the next steps.

MIN 0417: ALTERNATIVE ENGINE FOR Mk 1 FORD ESCORT

An application was tabled at the meeting to replace the vehicle's engine with one constructed by Honda, providing a substantial cost saving to using the normal Cosworth engine. The Paper outlined details and stated that the NSW Rally Panel supported the proposal and recommended that the Commission approve the vehicle as a C3 Classic car, which permits cars with special rally historic value, such as the Mk 1 Ford Escort.

Following discussion on various ramifications of allowing this type of change to a classic vehicle, even in C3, it was resolved to seek comments (eg: via a survey) from relevant competitors as the Commission needs to look at the wider implications of granting the request.

ARCom Continues To Address The Following Issues:

- Min 0402 Fuel Standards, Fuel Sampling and Testing
- Min 0403 Refueling from an Environmental Incident and Damage Perspective
- Min 0404 Senior Officials Skill Set Review

NEXT MEETING/S

Wednesdays, with Teleconferences commencing at 1730 Melbourne time.

5 September	Teleconference
7 November	Teleconference