



AUSTRALIAN RALLY COMMISSION

MEETING SUMMARY 4/2018 SUMMARY OF ARCOM TELECONFERENCE 5 SEPTEMBER 2018

*This summary is an edited highlights package.
Enquiries are to be directed to the Commission Executive Officer*

Issued: 12/10/2018

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 Nov	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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MATTERS ARISING FROM THE MINUTES

STRATEGIC PLAN DISCUSSION - FACEBOOK GROUP FOR SRAP

CAMS have approved the initiative for the SRAP/Commission Facebook Group to be formed. Prior to implementation; Terms and References are currently being drafted and will need to be finalised. When completed, an invite will be issued to all State Rally Advisory Panel Chairs.

RALLYSPRINT TRACK LICENCES

Discussion arose whereby there are intentions to produce a Rallysprint Track/Venue Licence guide, aligned with the CAMS Track Safety criteria.

A comprehensive document on S1 Rallysprint safety was presented to ARCom. It covered safety for competitors, public officials, media reps and spectators, as well as venue assets.

It was outlined in some detail the approach to the documentation for (particularly) S1 Rallysprint track inspections with regards to safety, and suggested that two Targeted Risk Assessments (TRA) be prepared for each Rallysprint venue and outlined instances of what should be considered in the TRA's 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).

MIN 0418: FUEL STANDARDS, FUEL SAMPLING AND TESTING

Leaded fuel will be banned effective 1 July 2019. A CAMS 'fuel forum' was proposed for September with the outcome to be communicated at the following ARCom meeting as it may impact future ARCom policies.

This matter is subject to ongoing discussion whereby notable outcomes shall be recorded and communicated.

MIN 0419: REFUELLING FROM AN ENVIRONMENTAL INCIDENT AND DAMAGE PERSPECTIVE

A document is to be distributed to put an onus on competitors/service crews to take more of an initiative with regards to spilt fuel at all levels of motor sport.

Specific guidelines are currently being prepared for ARC organisers and crews/service crews.

MIN 0420: SENIOR OFFICIALS SKILL SET REVIEW

Discussion has prompted the need for more appropriately trained senior officials around the nation. A review will commence on all senior officials' skill set with view to selecting officials for mentoring to develop their skills to take on more senior positions within the sport.

MIN 0421: SAFETY CAGE IMPROVEMENTS FOR STATE LEVEL AND 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):



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- 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 0422: APPLICATION OF PRE-1986 CLASSIC C1, HISTORIC AND PRC REGULATIONS – DISPENSATION FOR SUBSTITUTION OF COMPONENTS NOW DIFFICULT TO OBTAIN

A copy of the Historic Component Substitution Form and Component Substitution Criteria was presented to the Commission with the suggestion that the document provides a good template if ARCom wished to implement a substitution application form.

Following discussion it was resolved:

- 1) The Historic Component Substitution Application Form is to be amended to suit the PRC, Historic and Classic Rally Groups.
- 2) A draft of the amended document is to be sent by the EO to Historic Advisory Group and State Panel Chairs for comment.
- 3) EO to utilise and trial the new process.
- 4) Once agreement has been attained to implement the new process, EO is to communicate with CAMS Technical and upload the details to the CAMS website.

MIN 0423: ALTERNATIVE EXHAUST SYSTEM CONFIGURATION – G4 REGULATIONS

A Decision Paper was presented 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.

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 proposal seeks permission to replicate the fitment of the turbocharger, and the necessary exhaust system modifications to the opposite side to that of the donor vehicle.

It was resolved that the G4 technical regulations be amended to include above and ARCom approves the original application submitted.

MIN 0424: 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



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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 0425: NATIONAL TOURING CODE – NAVIGATIONAL ASSEMBLY REGULATIONS

A Decision Paper was presented for a revision to reference for the requirement for a valid civil driving licence, or permit, to drive in the State in which an event is being conducted. The regulations are currently 'silent' on a driver's civil licence or permit and the following change to the regulations will resolve the issue.

5. DRIVING IN A NAVIGATION ASSEMBLY

5.1 CIVIL ROAD TRAFFIC REGULATIONS

- (a) *Each Driver/Crew must comply with all relevant traffic regulations and **driver licence/permit requirements** at all times and respect the rights of other road users, paying particular attention to obstruction of other vehicles, noise and legal speed limits.*

TA advised that AMSDC has approved this change and this is noted by the Commission.

MIN 0426: ARCOM DELEGATION TO STATE RALLY PANELS TO VARY NATIONAL RALLY CODE

ARCom discussed the granting of power to State Rally Advisory 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.

It is proposed to issue the following statement:

"ARCom hereby delegates to State Rally Panels the power to approve any variation to the NRC under the following conditions:

- 1) Any variation must take into account the need to maintain levels of safety, community relations and fairness and abide by the spirit of the National Rally Code section of the CAMS Manual.
- 2) The State Rally Panel must advise ARCom via rally@cams.com.au of any approval given to a variation to the NRC.
- 3) If ARCom disagrees with a specific variation it will provide reasons why a variation should be reconsidered.
- 4) ARCom may withdraw this delegation to a State Rally Panel if it considers that the delegated powers have not been exercised sensibly.

State Rally Panels are encouraged to discuss any proposed variation with members of ARCom."

It was stated that this proposal would not apply to Technical or Safety Regulations, and (as noted above) any changes are to be advised to ARCom.

MIN 0428: ALTERNATIVE ENGINE FOR MK1 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 Advisory 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.



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Following discussion on various ramifications of allowing this type of change to a classic vehicle, even in C3, it was resolved further consideration is needed whereby the Commission needs to look at the wider implications of granting the request.

MIN 0429: ADELAIDE RALLY – TECHNICAL ISSUES (WHEELS & INTAKE FREEDOMS)

The Adelaide Rally organisers sought authorisation for the event (a National Tarmac Rally) to allow exemptions from compliance of some provisions of the CAMS Tarmac Rally Classic and Modern Technical Regulations which are inconsistent with the current Targa Australia Technical Regulations.

The Event sought approval to allow the following:

1. Wheel size freedoms in Classic and Modern are at variance with the CAMS Tarmac Rally Classic and Modern Technical Regulations but consistent with Targa Australia wheel size freedoms in the same categories; and
2. Intake freedoms at variance with the CAMS Tarmac Rally Modern Technical Regulations in the equivalent of Early Modern vehicles consistent with Targa Australia freedoms in the same category.

Specific amendments sought were:

A: Wheel Sizes

1. Classic (Pre-1986)
Approval to permit precisely the same freedom of wheel size for pre-1986 competition vehicles as applies to Targa Classic GT (ie: wheel size is free but capped at 17 x 9).
2. Early Modern (1986 to 2008)
Approval to permit precisely the same freedom of wheel size for pre-1986 to pre-2008 Modern competition vehicles as applies to Targa Early Modern (ie: no more than 2" increase in diameter or width from standard).
3. Modern (2008 onwards)
Approval to permit precisely the same freedom of wheel size for post-2008 Modern competition vehicles as is permitted in Targa GT2 and GT4.

This decision provides vehicles entered as Tarmac Rally Classic or Tarmac Rally Modern to be allowed freedom in wheel size and width and allow wheel diameters and width of plus 2 inches from the manufacturers specifications up to a maximum of 17 inch diameter and 9 inches wide unless the original wheel is larger and/or wider in which case the original wheel size shall be maximum size.

B: Intake Freedoms for pre-2008 Modern Cars

Approval to permit precisely the same freedoms for pre-2008 Modern competition vehicles only (not post-2008 vehicles).

The Commission granted the exemptions, which will be announced in an event bulletin, and determined that the two sets of regulations (CAMS Tarmac Rally and Targa Australia Tarmac) do need reviewing.

MIN 0430: INTERPRETATION OF NRC SSR Article 1.5 (d)

The Commission reviewed NRC SSR Article 1.5 (d) to provide the CAMS Administration with clarity as to whether the regulation is being applied correctly.

NRC SSR 1.5 (d) states:



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1.5 INTRODUCTORY RALLY

A Special Stage Rally which complies with the following criteria;

- (a) maximum duration of four hours,
- (b) timing is to the whole minute, as for Road Rallies,
- (c) no reconnaissance is permitted,
- (d) the event is not part of any series or championship, except for the club championship of the organising club, and
- (e) the maximum number of entries is 40.

In discussion it was determined that it needs to be made clearer to clubs electing to run Introductory Rallies that these activities are a separate event. There were suggestions to make Article 1.5 (d) clearer to make the regulations more prescriptive rather than leave a vacuum to be filled with issues:

- There is to be a (say) 10 minute gap to the Introductory Event to ensure there is no mixing of late running competitors in the main event with Introductory Rally competitors;
- speeds are required to be a lower average speed than for the main rally event (examples given were in the 60-80 km/h range); guidelines are required for less experienced Clerks of the Course and CAMS Checkers to follow;
- stages to be used are selected on a safety basis.

It was determined that Article 1.5 (d) needs to be redrafted to include issues raised by Commissioners, for consideration at the next Commission Meeting on 7 November, for implementation as from 1/1/19.

MIN 0431: APPROVAL OF GOLD STANDARD OFFICIALS (ARCom)

The Commission was advised of a Board decision that ARCom is to endorse Gold Rally Officials licences – to ensure that the applicant is up to the required standard to receive Gold. The Australian Officials Commission (AOC) will formally process applications, seeking comment from ARCom.

MIN 0432: WHITELINE TARMAC S1 RALLYSPRINT SERIES NRC AND RSR AMENDMENTS

Commissioners considered various requests which deviate from the NRC and RSR for the upcoming Tarmac S1 Rallysprint Series for 2018/19.

The requests were:

- RSR 8.2 (a): Dispensation to remove the requirement which stipulates that fire extinguishers are mandatory;
- NRC VG 5.3: Dispensation to remove the requirement which stipulates that a first aid kit is required;
- NRC VG 5.1: Dispensation to remove the requirement which stipulates that reflective safety triangles are required;
- NRC VG 4.2: Continuation of dispensation of requirements for mud flaps;
- Allowance of inclusion in the regulations for targeted scrutiny.

Following discussion Commissioners approved the following:

- Removal of fire extinguisher – provisionally approved but a Targeted Risk Assessment (TRA) is required to cover areas that could theoretically go wrong and which must ensure that all identified risks have been mitigated;
- Removal of first aid kit – provisionally approved subject to a TRA that removal will not impact on the event's safety (eg: presence of an MIV will be utilised and this will be more effective than the use by competitors of a first aid kit);
- Removal of safety triangles: approved;



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- Removal of mud flaps: approved;
- Targeted Scrutiny: approved.

NEXT MEETING/S

Wednesdays, with Teleconferences commencing at 1730 Melbourne time.

7 November	Teleconference
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LEVEL 2