



AUSTRALIAN RALLY COMMISSION

MEETING SUMMARY 1/2019 SUMMARY OF ARCOM TELECONFERENCE 21 FEBRUARY 2019

*This summary is an edited highlights package.
Enquiries are to be directed to the Commission Executive Officer*
Issued: 7 March 2019

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

Jon Thomson	NSW	JT	2019 – 2021 Chair	Ross Runnalls	Vic	RR	2017 - 2019
Ian Bigg	NSW	IB	2017-2020 Dep Chair	Graham Malcolm	Tas	GM	2019 - 2021
Adrian Coppin	Qld	AC	2019 - 2020	Matthew Selley	SA	MS	2017 - 2019
Toni Feaver	WA	TF	2019 - 2021	Molly Taylor	NSW	MT	2019 - 2021
Hamish Marquis	Tas	HM	2017 - 2020				

Board Member Portfolio Holder

Terry Atkinson	TA
----------------	----

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

RALLY CALENDAR 2019

AUSTRALIAN RALLY CHAMPIONSHIP

Rd	Date	Event	State
1	5 - 7 Apr	Forest Rally	Busselton, Western Australia
2	10 - 11 May	National Capital Rally	Canberra, ACT
3	21 - 23 Jun	Rally Tasmania	Launceston, Tasmania
4	24 - 25 Aug	Eureka Rally	Ballarat, Victoria
5	20 - 22 Sep	Adelaide Hills Rally	Adelaide Hills, South Australia
6	15 - 17 Nov	Rally Australia	Coffs Harbour, New South Wales

COMMISSIONERS CHANGES FOR 2019

New Commissioners appointed for 2019 are Adrian Coppins (Qld), Toni Feaver (WA) and Graham Malcom (Tas), with Jon Thomson (NSW) appointed Chair of the Commission and Ian Bigg (NSW) Deputy Chair.

Standing down after 2018 after acting as Chair for many years of service was Col Trinder. Commissioner Glen Weston also stood down.

RATIFICATION OF DECISIONS MADE BETWEEN MEETINGS

Commissioners ratified the following decisions made between meetings:

1. Course Checker – Eureka Rally. Appointment of Stephen Horobin.
2. G4 Proposal – Permitting the Fitment of an Alternative Turbocharger.
3. PRC Proposal – Alternate Fuel Tank: Permit the Fitment of a FIA Compliant Fuel Tank in Accordance with the FIA Regulations as Applied to FIA R5 and as used in CAMS AP4.
4. G4 Proposal – Alternate Fuel Tank: Use of a Replacement Fuel Tank Manufactured from Aluminium.
5. G4 Proposal – Substitute Supercharger: Review of the Permitted Fuel and Turbo Restrictor Size.

MATTERS ARISING FROM THE MINUTES

STRATEGIC PLAN 2019 – 2021

The Australian Rally Commission have drafted a rally centric Strategic Plan that will provide a strong foundation and direction for all rally sporting decisions spanning over the next three years. The 2019 – 2021 Rally Strategic Plan will be publicised upon draft completion with a release date aimed for Jan 2019. It is highly encouraged that State Rally Advisory Panels adopt elements of the ARCom Strategic Plan and work towards objectives that can prove beneficial within their respective states.

The Plan will feature five fundamental priorities (in no significant order):

- Better Connections with Volunteers, Competitors and Clubs
- Rallies for Everyone
- Foster a Pathway to the Top
- Sensible Safety
- Simpler Rules

MIN 0471: REFUELLING FROM AN ENVIRONMENTAL INCIDENT AND DAMAGE PERSPECTIVE

MATTER IS STILL PROGRESSING AND NO FURTHER COMMENTS WERE RECORDED

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 0473: APPLICATION OF PRE-1986 CLASSIC C1, HISTORIC AND PRC REGULATIONS – DISPENSATION FOR SUBSTITUTION OF COMPONENTS NOW DIFFICULT TO OBTAIN

MATTER IS STILL PROGRESSING AND NO FURTHER COMMENTS WERE RECORDED

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 the 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 0475: APPROVAL OF SUPPLEMENTARY REGULATIONS PROCEDURE

MATTER IS STILL PROGRESSING AND NO FURTHER COMMENTS WERE RECORDED

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, CAMS regulations and policies.

An increasing number of Supplementary Regulations 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 0477: ARCOM DELEGATION TO STATE RALLY PANELS TO VARY NATIONAL RALLY CODE

MATTER IS STILL PROGRESSING AND NO FURTHER COMMENTS WERE RECORDED

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 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 prior to variation.

MIN 0484: AP4 AND R5 ELIGIBILITY FOR STATE CHAMPIONSHIP POINTS

At the November 2019 meeting the Commission determined it was not in favour of allowing G4, AP4 and R5 vehicles to score points in State Championship, or lower, events.

A second Decision Paper was presented at this meeting by the Administration for the Commission to review its November 2018 decision, which highlighted considerations such as competitor base numbers, maintenance costs, potential effect on ARC Championship entrants and competitiveness between high-spec PRC vehicles and AP4 / R5 vehicles.

After taking into account numerous pros and cons the Commission agreed, effective immediately, the State Rally Advisory Panels be permitted to determine whether G4, AP4 and R5 cars are eligible to score points in their State Level and Club Series.

MIN 0485: 2018 ARC SPORTING REGULATIONS REVIEW

MATTER IS STILL PROGRESSING AND NO FURTHER COMMENTS WERE RECORDED

A Decision Paper was tabled for the Commission to review current NRC and ARC regulatory wording with the intent to make certain regulations clearer and more concise, for implementation in 2019, and covered the following issues:

- 1) ARC Sporting Regulations – a review.

- 2) NRC Events General – Service Vehicles and Crew.
- 3) NRC – Emergency Procedure.
- 4) NRC Special Stage Rallies – Control General Provisions;
- 5) NRC Vehicle General – Reflective Triangles.

1. ARC Sporting Regulations

Amendments to the wording of the Sporting Regulations were approved by the Commission:

- Article 13 (g) – assistance during a special stage; and
- Article 16.2 (ii) – definition of a prohibitive area (for servicing).

Following further explanations Commissioners agreed to:

- Additional wording to 13 (g);
- the movement of 16 (a) (iii), (iv) and 'Note' to 16.2 (a) (ii) as Articles (D) and (E) respectfully;
- review 16.2 (a) (ii) (C) when the Tasmania report is received (see above).

2. National Rally Code, Event General (EG)

- 1) Community and Civil Relations – at Article 17.1 (Service vehicles and crews), it was questioned whether it is time to restrict servicing to official service points, and this issue is to be put to the State Panels for comment.
- 2) Emergency Procedure for NRC – the Paper suggested that the Emergency Procedure relating to yellow/red flags at SOS points should be included in the NRC and, if considered appropriate, be mandatory only for ARC and State level events – and in time this will filter down to all special stage rallies.

Draft wording is to be prepared for the next meeting for a decision to be reached.

3. National Rally Code, Special Stage Rallies (SSR)

At 4. Controls – at 4.1 (a) General Provisions the proposed following wording was accepted to be added to the NRC:

'Note: All control areas are considered subject to Parc Ferme rules as per SSR Article 6.1.'

4. National Rally Code Vehicles General (VG)

At 5. Equipment, 5.1 Reflective Triangles – after discussion the following was approved for the NRC:

'At least one reflective or fluorescent red warning triangle of metal or plastic material (sides at least 350mm in length) must be carried in the vehicle at all times while competing. Each triangle must be fitted securely and easily accessible by the crew, and must be displayed in cases where a stationary car could be a hazard to other road users (e.g: breakdown).'

In discussion on triangles it was determined that wording should be adopted to say that at least one triangle must be readily assessable to the crew (eg: both triangles must not be in the boot).

Further discussion took place on the positioning of first aid kits (Article 5.3), by adding that it must be assessable to the crew.

MIN 0488: TARGA WEST SHANNONS TARGA RALLY SPRINT SERIES DISPENSATIONS & RALLYSPRINT SPORTING REGULATIONS REVIEW

MATTER IS STILL PROGRESSING AND NO FURTHER COMMENTS WERE RECORDED

The Commission requested the EO to review Rallysprint Standing Regulations with the intent of bringing them in line with current practices.

MIN 0495: RALLYSPRINT TRACK LICENCE OPERATIONS MANUAL

MATTER IS STILL PROGRESSING AND NO FURTHER COMMENTS WERE RECORDED

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

During discussion 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 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).

Regarding approval to conduct a meeting it was advised:

- on a permanent track, a Venue C Licence will be issued by CAMS (HO) upon approval of the required documents, and any changes must be submitted for further approval; and
- on a temporary track, documents must be submitted to CAMS (HO) 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.

Following discussion it was resolved that a document for S1 Rallysprint tracks which will be in two parts (spectator safety and competition aspects) will be drafted, the document being for use by organisers.

MIN 0496: INVITATIONAL ENTRIES

A Discussion Paper was presented as to whether ARCom should impose a minimum requirement for invitational entries to be accepted, and which suggested the events should not be open to inexperienced drivers in high power-to-weight vehicles. It proposed that any competitor who has completed less than ten events must apply to ARCom for permission to enter such cars.

EO commented invited entries are not stipulated within the CAMS Manual nor the NRC and the onus falls on event organisers to communicate that invitational entries will be reviewed on a case by case basis, and should clearly be stated within a set of supplementary regulations. Vehicles still have to comply with all current safety standards and aren't eligible for points/awards. A Steward holds authority in denying a vehicle to run if it's believed the vehicle is deemed 'dangerous construction' (NCR 148) or would bring the sport/event into disrepute. Ultimately if an event organiser believes an invitational vehicle may negatively impact the running of an event, they have the right to refuse the entry.

Commissioners considered that the situation should be covered in the National Rally Code and a draft regulation for the Code is to be drafted in order to guide Clerks of Course on such issues as cars needing log books, all required safety equipment for the events, restrictor if a turbo four wheel drive, and other issues raised by Commissioners and put this forward at the next Commission meeting.

MIN 0497: ARC ELIGIBILITY – CLASSIC CARS

A Discussion Paper was presented for the Commission to discuss including a class for Classic Cars in the Australian Rally Championship, allowing the cars to compete in ARC rounds.

Currently ARC Sporting Regulations Article 18.1 (b) prohibit any car manufactured prior to 1 January 1986 to enter the ARC. These cars may only be entered in State Championship component of an event. Refer also Note 5 of NRC VG 1.2 (c) matrix.

In discussion it was determined that this is an ARC Management issue and there was comment that these cars have been allowed and the 2019 regulations are to be checked to determine if Classic Cars have in fact been included and Commissioners advised.

MIN 0498: JUNIOR DISPENSATIONS

The Administration put forward a Decision Paper for the Commission to review the current procedure regarding the issuing of junior dispensations and make amendments if necessary. In the interests of response time and assessing risk, the paper proposed that dispensations should be handled by CAMS administration.

Proposal:

- A sub-committee made up of members of the Administration and Commission is to deal with these administrative issues and in return will allow the Commission to focus on the strategic elements of the sport. Composition of Sub-committee suggested is:
 - EO, CEO Delegate, General Manager or Manager of Motor Sport Operations and ARCom Chair.

After some discussion the proposal set down in the Decision Paper on Junior Dispensations was adopted.

MIN 0499: SUBSTITUTE ENGINE FOR 1980-86 ALFA ROMEO GTV6

An Application Paper was received for the Commission to consider and approve a substitute engine under PRC regulations for the Alfa Romeo GTV6 and supporting information was provided in the Paper. The substitute engine would be a 3.0 litre 12 valve V6, replacing the 2.5 litre engine.

The Commissioners resolved to permit the use of the substitute engine.

MIN 0500: REGULATION CHANGES FOR PRC, CRC AND CLASSIC RALLY CARS

EO tabled a summary of the CAMS 2019 Rally Regulations (now online) with notable changes to the technical regulations for PRC, CRC and Classic Cars:

Production Rally Cars (PRC)

Changes to PRC regulations include:

- The permitted use of polycarbonate material to replace existing glass windows, except for the windscreen;
- Further freedoms for sub frames in regard to the mounting points for the supported components, such as suspension arms;
- Freedom of suspension uprights;
- Freedom of panel material for Modern PRC, in-line with early and late PRC requirements;
- Clarification of other regulations in the interest of allowing modifications that assist with weight reduction to achieve the minimum weight requirements as set for PRC;
- The addition of an alternate method for the fitment of a fuel tank.

Club Rally Cars (CRC)

For CRC, competitors will be permitted to use an engine from an alternate manufacturer to that of the car itself. This is restricted to the use of a four cylinder engine only, with a maximum capacity of 2000cc. This change has been introduced to provide the use of engines that are readily, and cost effectively, available for use in a CRC.

Classic Rally Cars

For Classic Rally Cars, it will now allow the use of the PRC regulations in regards to suspension for a C2 Modified Classic Rally Car. This will provide opportunities for those with a classic car that has suspension mounted to a sub frame, such as the rear suspension of a Datsun 1600, to utilise the sub- frame freedoms permitted in PRC. This change is seen as improving the capabilities of such cars with independent rear suspension mounted by a sub frame and therefore providing modifications that can be seen as equal to that which is allowed for those with live axle rear suspension.

NEXT MEETING(S)

Wednesdays, with Teleconferences commencing at 1730 Melbourne time.

- 27 March
- 18 May
- 12 July (Friday – face to face meeting)
- 18 September
- 13 November