

---

# AUSTRALIAN RALLY COMMISSION

---

**DATE:** 7 MAY 2024

**DOCUMENT:** BRIEF / SUMMARY

**MEETING:** FACE TO FACE

---

## RATIFICATION OF DECISION MADE BETWEEN MEETINGS

Nil.

## MATTERS ARISING / NEW BUSINESS

### **MIN 0694**      **VIC Forestry Access**

There is a constant battle in receiving access to forestry due to viable areas falling under the National Park Act legislation resulting in fewer available roads for special stage competition. The Administration are currently lobbying the government specifically targeting Hargraves who is the privatized government appointed contractor for all softwood plantations.

### **MIN 0697**      **Rally Technical Working Group**

A Discussion Paper was presented to ARCOM to discuss whether to instate a Rally Technical Working Group and if so, to determine what the Terms of Reference should entail.

Background:

The Rally Technical Working Group is to review the Technical aspect of the Rally discipline, especially where relevant to the Motorsport Australia Rally Championship, and to provide clear recommendations for any Technical decision of Motorsport Australia in conjunction with ARCom. At this point there is no desire for any significant or wholesale changes to be considered by Motorsport Australia to the current Technical regulations, save for any areas that require a clarification or that requires the rectification of a specific issue. The stability of Technical Regulations is of utmost importance to the stability of Rallying under Motorsport Australia.

The Working Group is established to advise Motorsport Australia on the development and review of Technical Regulations, including Safety, for the Rally Discipline.

The Commission resolved that the Rally Technical Working Group be established and that the Terms of Reference proposed be adopted and that Motorsport Australia then approach potential members.

### **MIN 0698**      **Rally 2 and R5 Brakes**

A Discussion Paper was presented to ARCOM to discuss a proposal which requests the use of aftermarket brake rotors that are the same dimensions as homologated rotors.

Background:

Several years ago, in APRC the working group approved alternate parts that could be used that were of the same dimensions and there was no performance gain.

Extract from FIA regional rally regulations V4:

"12.4 ADDITIONAL PROVISIONS

The use of alternate parts listed in APRC technical documents and of identical dimensions to the homologated items is authorised."

Now that many teams are using Rally 2 cars and the international freight and import cost have risen, the proposal requested the Commission to permit the use of approved aftermarket brake rotors that are the same dimensions as homologated rotors.

Many of the Rally 2 cars use the same dimension rotors with the same mounting design. Therefore, it is possible to fit the ford rotor to the Skoda, Skoda evo, Hyundai R5, Hyundai rally 2 or use an aftermarket rotor that is not homologated by any manufacture.

The cost of one brake rotor imported from the Skoda is approx. \$900 to \$1000 + gst after freight and import costs. There are aftermarket rotors being used in overseas national championships that will be approximately 50 - 60% cheaper.

The Commission noted there is a significant turnaround in receiving parts from Europe along with costly freight. As a result, competitors could potentially miss a round of the ARC if they're waiting on Rally 2 and R5 parts from Europe.

It was noted that vehicles entered in FIA APRC events with aftermarket brake rotors would not comply with the FIA technical regulations. To overcome this, clear communication to competitors is required reminding them of the FIA technical regulation requirements if they want to compete in the APRC component of an event.

The Commission resolved to approve the use of a substitute brake rotor for the homologated rotor on a Rally 2 and R5 car on a case-by-case basis given the replacement rotor is of the same dimensions and weight as the homologated rotor.

### **MIN 0702 Rally Observed Licence Tests**

A Discussion Paper was presented to ARCOM to discuss whether Observed Licence Tests (OLTs) should be conducted at rally events to assess competitors in an environment that is consistent with what they would be competing in.

Background:

OLTs for Rally are only required for competitors 25 or younger. It is conducted by entering two Non-Speed or Speed events. For Off Road, an OLT can occur at the Prologue of an event.

A case could be made to revamp rallying OLT's using rallying environments to assess competitors in a setting that is consistent with what they will be competing in.

The Commission deemed it was impractical to conduct OLT's at rally events.

Event organisers are stretched for resources at the best of times and adding an OLT to a packed itinerary can impact the thoroughness of an assessment.

It was also mentioned that the purpose of an OLT is to assess the ability of a driver before deeming them competent to compete. The possibility of an inexperienced driver conducting their OLT during an event defeats the purpose of an OLT.

The Commission agreed to abolish the 25-year age limit. All new rally licence holders, regardless of age, are required to complete an OLT at one non-speed event.

### **MIN 0703 Digital Road Books**

A Discussion Paper was presented to discuss whether electronic roadbooks should be used at events.

Background:

This year, the Shannons Rally Heartland roadbook has been produced in a programme called Rally Navigator, widely used in the WRC and in the American Rally Championship, European Championships and, of course, the Dakar.

The Event will provide a printed road book to all that need it, and additionally will provide a link to the RN programme enabling downloads of the interactive PDFs it creates.

There was a request to ARCOM for a rally in October to allow an electronic file as the roadbook.

This has a range of benefits for both competitors and organisers, not the least of which is cutting out substantial direct costs, thus enabling entry fees to remain similar.

The current regulations require a printed copy.

The Commission rejected the proposal. The Commission will not exempt the Event under requirement Article 2.5 of the RSR Special Stage Rally. The Commission is supportive of allowing the Event to provide an electronic version in addition of the printed copy.

### **MIN 0708 Targeted Scrutiny Program**

The Technical Department presented Targeted Scrutiny for Rally and Off Road which includes details on a Regional Scrutineering Program.

Background:

With the introduction of Targeted Scrutiny for the Rally and Off-Road disciplines, a Regional Scrutineering Program is required to ensure that Targeted Scrutiny outcomes can be effectively met. The Targeted Scrutiny Program offers 3 key improvement objectives for the sport:

- For organisers it reduces at event Scrutiny obligations prior to commencement of competition.
- For competitors it reduces time spent undertaken Scrutiny obligations at an event – in that they will not be required to undergo Scrutiny at every event.
- For the sport it will seek to improve safety and regulation compliance of automobiles.

The Commission welcomed the proposal and resolved to endorse the roll out of the Matrix from 1 January 2025.

The Commission requested the Administration to liaise with the National Rules Advisory Committee (NRAC) requesting they consider penalties for false declarations as part of the scrutiny program.

## **NEXT MEETINGS**

Teleconference conducted on Tuesday nights, commencing at 7:30pm Melbourne time.

- Aug 28<sup>th</sup>
- Nov 13<sup>th</sup>