



AUSTRALIAN RALLY COMMISSION

Meeting held via Teleconference

Tuesday 9th June 2010

7.00pm AEST

MINUTES

1. OPENING

1.1 Present

Present: Ben Rainsford (Deputy Chairman), , Ross Runnalls, Peter Macneall, Ross Ferguson, Michael Clements, Adrian Dudok, George Shephard, Darryn Snooks, Alan Cook (CAMS Board Portfolio Holder), Lawrie Schmitt (CAMS Manager – Motor Sport Operations), Jos Roder (Executive Officer/Minute Secretary).

1.2 Apologies

Colin Trinder (Chairman)

1.3 Approval of Agenda and additional Agenda Items

The Agenda was approved.

2. MINUTES OF PREVIOUS MEETINGS

2.1 Approval of Previous Minutes

The minutes of the Meeting held on the 11th of May were approved pending clarification for Michael Clements on the Dog Box and M2 wording.

3. Items Carried Over From Previous Minutes

3.1 SOS/Accident Report Form

At the May teleconference, the Commission considered that ideally a standardised report form should be used nationally. Commissioners were instructed to inform the State Rally panels to discuss the current form in use in their state and give feedback to the Commissioners, who will in turn present the discussions at the July ARCom meeting.

3.2 Simplify Rules for Simple Events

The Commission further considered the CAMS corporate plan objective of 'Simple Rules for Simple Events' that was discussed at the May ARCom Teleconference. The Commission was to consider areas under their control that are barriers for competitors and event organisers. Mr Ross Ferguson volunteered and approached Mr Andrew Wylie to assist him to identify key barriers that should be reviewed or removed.

Mr Wylie and Mr Ferguson reported back to the Commission on areas they had identified as barriers to Competitors and event organisers.

- 1) Separate compliance checkers
- 2) Accredited Officials - 'Middle Ground' needs to be found
- 3) Club level classes and events are too complicated.

The Commission and CAMS were to follow through on various action items.

CAMS was to enquire about the CAMS publication 'Speed Read' to include a 'Rally Section' that informs CAMS members of the information and decisions being made by ARCom. CAMS was also to look into checking the Clubsprint/Motorkhana rules.

Mr Alan Cook was to discuss website development with the Board and the need for a 'package' of forms for local club events.

Mr Michael Clements was tasked to consider other points that are barriers to competitors and organisers.

Mr Lawrence Svenson submitted a proposal regarding the signing off of low level Rallysprint's and ARCom's role in this matter. ARCom is currently responsible for granting approval for these events. The Commission felt that in the first instance the State Rally Panels should handle these approvals. State Rally Panels have more intimate knowledge of proposed venues and activities in their state and do not require plans and diagrams as ARCom currently do in making decisions. The State Panels would only forward the event approval on if they had doubts or difficulties with aspects of the event proposal.

4. MATTERS ARISING

4.1 Rallysprint Apparel

The organisers of the Twilight Rallysprint at the Perth Motorplex in Kwinana had requested a similar dispensation to a previously approved one for an event in February 2010 (Stage 1 Rallysprint).

The organisers requested that their event have the gravel level of apparel (which also aligns with a Speed Multi-club event) applied.

The Commission **RESOLVED** to **APPROVE** this further dispensation.

The Commission also felt a longer term solution to issues relating to permanent closed track “rally/rallysprint” venues be looked at, and a Commissioner would be assigned to further investigate this issue at the next Executive Meeting.

4.2 MX-5 Windscreen Replacement

A competitor has previously provided a submission for the Commission to consider proposing replacing a 2004 ‘NB’ Mx-5 Rear windscreen with a polycarbonate option and for Article 3.11 of the Group 3C – Production Rally Cars to be amended. This issue has been discussed in the previous ARCom meeting but more information from the automotive glass industry should be sought as the proposal represents a significant departure from the policy applying to all other rally vehicles. Polycarbonate has only been considered in circumstances where fitment of roll over protection is required (eg: in utility style vehicles and Toyota MR2).

Mr Adrian Dudok was to ring Mr Buerckner the day after the meeting to try to further clarify what he was specifically trying to achieve through his submission.

CAMS were to forward to the Commission Mazda’s letter confirming the unavailability of MX-5 rear hard top windscreens.

The Commission resolved to take no action until further information had been received and discussion takes place concerning the broader implications of making such a change to the regulations. A temporary dispensation would however be considered.

4.3 Rejoining Events

The Commission received a submission from Mr Graham Humphreys and Mr Peter Macneall in relation to the specific wording of the proposed rejoining rule clarification.

The Commission **RESOLVED** to **APPROVE** the following amendments to Article 6.10 of the National Rally Code. A bulletin will be issued and the regulations amended to reflect the changes.

6.10 Rejoining events:

If provision is made in the Championship, Series or Supplementary Regulations, any elements of the National Rally Code which may otherwise prevent a competitor from rejoining an event after exceeding the maximum permissible late time will be suspended and any car unable to continue the route for any reason will be able to rejoin the event at a subsequent Service Out or Regroup Out Control, provided that the following conditions are met:

- (a) the crew advise a CRO of their intention to rejoin the event;
- (b) the vehicle is inspected by a Scrutineer who subsequently authorises the vehicle to rejoin, and
- (c) the vehicle rejoins prior to the passage of the Sweep Vehicle.

Where possible crews will restart in the position on the road in which they were placed at the start of the stage which they failed to finish.

For any stage missed a crew will be allocated a time equal to the slowest time on the stage plus 30 seconds.

Crews may rejoin at the final control **providing that the vehicle is under its own power and that normal control procedures are followed.**

Crews missing one or more special stages **or who fail to complete one or more road sections** will be classified behind those crews who have completed ~~all stages~~ **the entire course** and then in order of the number of stages completed and the lowest total times within each group of crews completing the same number of stages.

To be classified, the rejoining crew must have completed at least 50% of the competitive distance of the relevant competition.

4.4 ARC Control Tyre Amendments

The Commission received a submission from the ARC (Rallycorp) regarding the alignment of Elite and Premier League competitions in regards to the authorised tyre pattern/compound.

The Commission agreed that this alignment would simplify the control tyre system for competitors and organisers.

The Commission **RESOLVED** to **APPROVE** the following amendments to Part 2, Technical Regulations, Article 4.1 of the 2010 Australian Rally Championship - Sporting Regulations that align control tyres that can be used by Elite and Premier League classes.

For Elite **& Premier League** competitors the only Tyre pattern/compounds authorised for use in gravel rallies in the ARC are R800 K70 (medium), R800 K90 (Hard), R900 K70 (medium), R700 K70 (medium).

~~For Premier League (including Privateer's Cup, Showroom & Eco Challenge) competitors the only tyre pattern/compounds authorised for use in gravel rallies in the ARC are R800 K70 (medium), R800 K90~~

~~(Hard) & R700 K70 (medium)~~

The Commission also received a submission from the ARC (Rallycorp) to limit the number of R800 K70 Medium tyres to 4 tyres at Round 4 of the ARC at Rally SA to alleviate the short term availability concerns of this particular compound tyre.

The Commission determined that each competitor may use up to 6 tyres to allow for pairings and punctures.

The Commission **RESOLVED** to **APPROVE** that 6 tyres be made available for order and use at Rally SA and requested a Bulletin be issued ASAP in time for the start of the event.

4.5 Single Event Drivers Licence

Mr Alan Cook had raised the issue of CAMS lack of a Rally Single Event Drivers Licence. This licence is offered to Off Road drivers. It was requested that criteria should be set to what level these licences can be used and proposed fee for the licence. The Commission was seeking a decision on this issue by the 1st of July.

Mr Michael Clements would provide a recommendation to the Commission by the 19th of June.

5. CLOSE

The meeting was closed at 8.05pm AEST by the Deputy Chairman, Mr Ben Rainsford.

5.1 Next Meeting

The next meeting of the Commission is scheduled to be via Teleconference at 1900 AEST on Wednesday the 7th July 2010

The Chairman declared the meeting closed at 20:07 AEST.

*I have sighted these minutes
and declare they are a true
and accurate record of the
meeting:*

Ben Rainsford
Deputy Chairman