

**Meeting of the South Australian/Northern Territory Rally Panel
CAMS SA/NT Office
8th October, 2018**

Members		Present	Apology	Absent	Ex Officio Members	
Chair	A. Admiraal	X				
Vice Chair	J. Lange	X				Des Collins
Minute Secretary	Ms D.Collins	X				
WACC	G. Fowler			X		
WACC	D Roland	X				
SDCC	M. Tillett			X		
SDCC	D. Claridge	X				VISITORS
SEAC	G. Brown	X				
SEAC	N, Lowe			X		Terry Franklin
Ded Rally Car Reg Rep	H. Ryan	X				
Scrut Working Grp Rep	A. Dunn	X				
ARCOM	M. Selley		X			
Series Checker	A. Challen	X				
	M. Clements	X				

1. Opening

1.1. The Chairman opened the meeting at 7.32pm and welcomed Panel Members and visitors.

2. Visitor business

Nil

3. Minutes of Previous Meeting

3.1. Moved JL 2nd MC that minutes be accepted with spelling and minor changes.

4. Business arising from previous meeting

4.1 Sponsorship: CAMS to contract and invoice client but agreement is in place. AA reported that all is positive and should be resolved in very near future.

4.2 Decision to not move ahead with Hoosier approach at this stage.

4.3 Other potential sponsors to be investigated for 2019.

5. Correspondence received

5.1. Nil

6. Electronic Decisions

6.1. Nil

7. Tasks

7.1. Discussion on SA Rally Official of the Year.

7.2. Discussion on SARP Recognised Officials.

7.3. Ben Afford accepted role as SARC Technical Commissioner and will assist with transition to Targeted Scrutineering for 2019. An educational day to be organised for competitors.

7.4. SA Rally Promotions; DR agreed to continue in the Promotions Role for 2019. Wants to start process of training someone to take over at a future date. Receipts/expenses claims to be sent in – CAMS has a 20-day limit after the activity.

7.5. FIA 'Fire Bomb' requirements: Chairman reported that it is necessary for an approved FIA supplier to check and service these units. We need to educate the competitors on why this is important. We may be able to use our Facebook page to help educate competitors so that they do understand.

- 7.6. Facebook Group: laden with 'non serious' rally people. JL to follow up with Mark Williams to rationalise the people in the group.
- 7.7. The situation of rally cars having 'non-wet' batteries fitted inside the cabin was discussed. Current regulations only allow for 'wet' batteries but regulations are already in place in other categories to safely accommodate 'dry' batteries: the G2 regulations do allow for varying types of batteries inside the cabin area. Moved HR 2nd JL that we request to ARCOM a change to the PRC Rally Regulations and any other relevant rally regulations and adopt the G2 regulations for batteries inside the cabin. Carried by a majority. (Copy of relevant regulation attached at the end of the minutes.)
- 7.8. 2019 SARC events: South West Stages, Anzac weekend. Eudunda maybe May. Quorn in June/July. AHR Sept/Oct. Some of these dates are still subject to change.
- 7.9. There are calendar issues currently, regarding Eudunda and Heartland.
- 7.10. Lengthy discussion about points allocation for SARC events with many alternatives considered to encourage competitors to attend the regional events without penalising the local events. Moved JL 2nd AD that when there is only one regional round in a season that the points allocation stay at 1.5 times the points. If there are two or more regional rounds the points allocation will be 1.25 times the points. Carried by a majority.
- 7.11. It was resolved that if organisers wish to format their events with Heats, a minimum length of 80 kms will be necessary for each heat with a minimum number of 30kms to run for the heat to qualify for points. The event is permitted to complete only one heat per day.
- 7.12. For events that run multiple heats an incentive of bonus points will be given. Moved HR 2nd JL; where events are made up of multiple heats, competitors will be granted bonus points based on their accumulated stage times over the entire event regardless of their finishing position in either heat. Bonus points will be allocated on the basis of 10/9/8/7/6/5/4/3/2/1: points will be awarded to all classes on a basis of 5/4/3/2/1.
- 7.13. SARSS: there is currently no minimum number of qualifying events for this series. It was resolved that this should remain so for 2019.
- 7.14. Discussion on the WACC/AASA/CAMS situation. With recent changes to regulations, the time is right for WACC to talk to CAMS regarding a Competitor Licence transition period. MC may be able to work with WACC on this.
- 7.15. 2018 Rally Presentation Lunch will be held at the Duke of Edinburgh Hotel on either 20th January or 27th January. **(Note from Denise, the 27th weekend is a long weekend – Australia Day.)**

8. Reports

- 8.1. CHECKER – AHR ran well overall. Organisation and lay out were good. There was a recce issue at Tailem Bend. Stage needs a longer flying finish for next year. Stages were good. Minor Course Car issues. 1st time event a great success. It is important that Supplementary Regulations come to SARP before being sent to CAMS. JL role may increase during 2019.
- 8.2. SCRUTINEERING – Debriefs held for AHR with feedback still to be sent to the event. Competitor's underwear needs to comply for national level and ARC events. Reporting lines for Scrutineers need to be confirmed. AD asked whether we are adopting Targeted Scrutiny or Certificate of Conformance Scrutiny. AD and HR will follow up and liaise with MS. For 2019 Scrutineers should have entry list and compare that presented cars comply with the entry list re vehicle category/class etc. If there are changes to be made, that information needs to get to the organisers early.
- 8.3. ARCOM – Report presented from MS in his absence.
- 8.4. Promotions – Will use Facebook to get Photographers Award under way.
- 8.5. Finance –
 - 8.5.1. Road Repair Fund not expecting invoice for Mawson Road. Hopeful that Forestry and Mid Murray will also be clear.

9. Any other business

- 9.1. The only round of the SARSS for 2019 – the Tuff As Rally Sprint will run on 14th October, support needed.
- 9.2. 5 year plan to be worked out after AHR – ideas required.
- 9.3. DCI to be liaison with new officials for Rally.

- 9.4. DesC noted there needs to be clarification of difference between vehicle owner and entrant. The vehicle owner should be the entrant.
- 9.5. AHR – MC keen to do better next year. Panel confirmed they thought the event was a great success this year.
- 9.6. The Panel members approved the Championship results for 2018.
- 9.7. The Panel Chairman approved the DPI.
- 9.8. Thank you to Jim Penhale for all his efforts throughout the 2018 year. Thanks to Jason Lange for his efforts throughout the year.

10. Actions

- 10.1 AA to start education process regarding fire bombs and FIA sanctioned servicing of them.
- 10.2 JL to start Facebook page clean-up.

Meeting Closed: 2258 hrs.

Two items then were discussed – Ensuring that Officials are not getting abused for simply doing their job and Protesting on Series Results and Event Scores. Both points to be raised at next meeting.

Next meeting – 12/11/2018 at 7.30 pm.

GROUP G2 Regulations: Item 6.6

1. 6.6 Battery and location

1. (a) The make and capacity of the battery/ies is/are free.
2. (b) Each battery must be securely fixed and covered to avoid any short-circuiting or leaks.

GROUP G2 REGULATIONS Last updated: 15/12/2017 5 © Confederation of Australian Motor Sport Ltd. All use subject to Conditions of Use at www.cams.com.au

(c) The number of batteries laid down by the manufacturer must be retained.

4. (d) Should the battery be moved from its original position, it must be attached to the body using a metal seat and two metal clamps with an insulating covering, fixed to the floor by bolts and nuts.
5. (e) For attaching these clamps, bolts with a diameter of at least 10mm must be used, and under each bolt, a counterplate at least 3mm thick and with a surface of at least 20cm² beneath the metal of the bodywork.
6. (f) A wet battery must be covered by a leak proof plastic box, attached independently of the battery.
7. (g) Its location is free, however if in the cockpit it will only be possible behind the front seats.
8. (h) In this case, and if it is a wet battery, the protection box must include an air intake with its exit outside the cockpit (see Drawings 255-10 and 255-11).
9. (i) If the battery situated in the cockpit is a dry battery, it must be protected electrically by a cover which covers it completely.