



25 March 2013

Mr Mark Roberts
Coroners Registrar
Coroners Court of Victoria
Level 11, 222 Exhibition Street
Melbourne Vic 3000



Via email: cpuresponses@coronerscourt.vic.giv.au

Dear Mr Roberts

Response to Victorian coroner's recommendations re: Death of Paul Flintoft
Your reference: COR 2007 004444

I write in relation to your request for a response the Coroner's recommendations arising from his finding without inquest in May 2012 into the death of Paul M Flintoft (dec. November 2007).

The recommendations made by the Coroner were:

- a. Open top vehicles and/or vehicles without full roll cages be excluded from competitions in the type of event in which Mr Flintoft was competing;
- b. The documentation applicable to such events be more readily identifiable so that individual officials can be held responsible for breach of regulations; and
- c. Investigations be made into improvement of communication, vehicle identification and vehicle separation in similar such events.

In response to these recommendations, we advise the following:

- 1. Recommendation 1: Open top vehicles without full roll cages be excluded from competition of the type of event in which Mr Flintoft was competing.**

Action taken by CAMS: The Coroner's recommendation was implemented prior to receipt of the Coroner's finding.

Immediate action to implement the effect of the recommendation was made by CAMS in April 2008. This was some significant time prior to the Coroner releasing his findings into the matter.

The CAMS Australian Rally Commission, at its meeting of 15-16 August 2008, introduced a requirement that from 1 January 2009 all open cars in timed rallies and trials were to be fitted with a CAMS "Type 3" safety roll over protection structure. The CAMS Australian Rally

Commission ('ARCom') is a specialist Commission delegated power by CAMS to consider and govern matters relating to rallying.

Note that this requirement did not exist at the time for CAMS classified and documented Historic Cars, wherein some circumstances, where those cars were permitted by CAMS to compete in circuit races without a safety cage, the car may also be used in rally competition without a safety cage. This has now been removed from the regulations.

The most recent (2013) CAMS regulations for open cars competing in Tarmac rallies (the classification for the type of event in which the incident involving Paul Flintoft occurred) require the fitment in each open car of a Type 3 Full Safety Cage structure with a roof reinforcement configuration.

- 2. Recommendation 2 : Documentation applicable to such events be more readily identifiable so that individual officials can be held responsible for breach of the regulations.**

Action taken by CAMS: The Coroner's recommendation has been implemented.

The CAMS National Competition Rules (NCRs) govern all automobile competitions organised under the authority of CAMS. Through the NCRs, CAMS currently requires that documentation about accepted entries is available to the Clerk of Course who then is required to disseminate such documentation and information to all officials (NCR 172(v)). The event administration through the Secretary of the Meeting ensures those running the sporting aspects of the event are in receipt of the relevant Event Regulations, which would include reference to vehicle eligibility requirements of the competition (NCR 174 (iv)). As far as CAMS is aware, individual officials have always been subject to, and been able to be held responsible for, breaches of these Rules.

Since 2001, CAMS has required that all officials for events held under CAMS Sanction are accredited through the CAMS National Officiating Program (NOP). This program underwent significant review in 2006 and initiatives for improvement were in the process of being rolled out throughout 2007 in order to achieve accreditation by the Australian Sports Commission, under its National Officiating Accreditation Scheme. Such initiatives included raising awareness of the impact of legal and sporting requirements of officials as well as improving communication and training of officials. The NOP achieved ASC accreditation in 2007 and aims to ensure that the knowledge of the chain of command and the hierarchical process expected for dissemination of appropriate information is known by the relevant level of official.

- 3. Recommendation 3: Investigations be made into improvement of communication, vehicle identification and vehicle separation in similar such events.**

Action taken by CAMS: The Coroner's recommendation has been implemented in part and investigations are ongoing.

Both tarmac and gravel rallies are introducing improved centralised and automated vehicle tracking technologies that is improving the event command spatial and temporal awareness of the location and status of all competing and officiating vehicles. The 'Rally Safe Status Awareness System' (the 'System') is an example of this technology and was developed in 2010 by an independent company, and has been trialled in some tarmac and gravel rallies sanctioned by CAMS. Reports of these trials were provided to the ARCom in 2011. Further trials were conducted in 2012. The System has now been mandated for use at CAMS's premier gravel rally series for 2013 - namely the Australian Rally Championship – through its Regulations and is being considered by ARCom for more general application. Organisers of tarmac rallies (including the Targa series) have voluntarily adopted the use of the System in their championships.

The System identifies vehicles that are stationary or moving below race speed through sensors fitted to cars. Sensors are set to instantly warn approaching vehicles of any situation that has occurred when a predetermined (sensor) volume is reached. It provides interactive communication between vehicles and the race/rally control centre and does not rely on vehicle power to operate. The unit cannot be turned off even in the event of a collision, ensuring communications are continuous. Safety warnings to competitors are generated automatically or manually. This system also provides for timing of cars from point to point and for vehicle tracking through a rally stage.

If you require further information or detail in relation to the responses provided above, please do not hesitate to contact me or Bruce Keys, Manager Track Safety on 9593 7777.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Eugene Arocca', with a long horizontal flourish extending to the right.

Eugene Arocca

Chief Executive Officer

Cc Mr Andrew Papadopoulos, CAMS President