

# **MOTORSPORT NEW ZEALAND INC**

## **Hearing before a Subcommittee of the Executive Committee of MotorSport New Zealand held at Pukekohe Park, Pukekohe at 6.30 on Thursday 02 August 2007**

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### **Subcommittee**

The Subcommittee was established by MotorSport New Zealand under the powers set out in Articles 118 and 119 of the National Sporting Code to enquire into matters brought to its attention from the Stewards report relating to an on track incident following which the car of Cam Hardy caught fire. The purpose of the enquiry was to examine the response to the incident with a view to recommending any remedial action required.

### **Present**

Members of the Subcommittee:

- Mr Martin Fine (Chairman)
- Mr Campbell Robertson
- Mr Dale Crossley

### **The parties;**

- Event Director
- Clerk of the Course
- Members of the NZIGP organisation
- Members of the New Zealand Fire Service

### **Scope of Enquiry**

The Subcommittee was requested to investigate the matters raised in the submission and deal with the matters appropriately

### **Opening**

The Chairman opened the meeting of the Subcommittee by introducing the members of the subcommittee and noted

- the terms of reference for the enquiry,
- the Subcommittee's satisfaction that the correct procedures and notices for the enquiry had been met,
- the hearing proceedings would be in accordance with the National Sporting Code.

The panel heard from the Event Director, Clerk of the Course, his assistant, other event officials and the Fire Service in relation to the incident. Video and photographic evidence was available and reviewed. The Panel reviewed the

evidence, sought clarification of a number of issues and asked a number of questions.

The matter was summed up and the Panel retired to consider its decision.

### **Findings of the Subcommittee**

Having regard to the evidence presented, and to the provisions of the National Sporting Code, the Subcommittee found :

1. An incident that occurred on track and which was the subject of vigorous review by the officials on the day resulted in Cam Hardy's car leaving the track and hitting the Armco. It immediately caught fire.
2. Intervention was called and was immediately effective in terms of the requirements of Schedule H.
3. The fire which occurred was not able to be controlled by the FIV due to the fact that the driver exited the car without disabling the engine through the kill switch and which then, due to the fire, became inoperative prior to the FIV crew being able to activate it.
4. Damage to the front of the car prevented ready access to the engine bay to fight the fire.
5. Once it was established that the fire fighting equipment on track was not going to be sufficient to deal with the incident it was decided to call for back up from the Fire Service.
6. Intervention by the Fire Service was delayed due to there being no direct communication link with the appliance despatched to attend the incident.
7. The size and nature of the crowd on the day made manual communication with the appliance difficult and consequently the appliance followed the established practice of travelling around the circuit in the direction of racing.
8. Notwithstanding the above, by the time the fire appliance arrived on the scene the fire was largely under control due to the fact that the power supply to the fuel pump was disconnected manually.

### **The Committee recommends**

1. New Zealand Fire Service personnel should be stationed in the control room as a matter of course during events where there is any likelihood that their services may be required.
2. All clubs should examine at least annually the minimum standards and qualifications of personnel required for the manning of FIV's and the standard of fire protection and intervention equipment on board FIV's.
3. Effective communication should be established between race control and any vehicle which might be required to attend an on track incident.
4. In relation to Pukekohe Park, organisers should review the required standards and personnel available for intervention duties with a view to ensuring that the best front line people are available at all times.
5. Training in fire fighting and intervention should be conducted at regular intervals by all circuit owners and the input of the Fire service should be considered when conducting such training.

6. Drivers briefings should include a section on accident procedures for drivers to ensure drivers are aware of the obligations imposed upon them.
7. The Sport should examine the use of fuel cut off valves and review the level of mandatory fire protection clothing worn by competitors.
8. The safety schedule in the National Sporting Code should be reviewed to ensure it adequately prescribes the equipment required to provide adequate fire protection in the event of accident.

### **Right of Appeal**

The parties are reminded of the right of appeal to the National Court of Appeal in accordance with Part XI of the National Sporting Code.

**M Q Fine  
Chairman  
For and on behalf of the  
Executive Subcommittee**