



AUSTRALIAN OFF ROAD COMMISSION

MEETING SUMMARY 5/2018 SUMMARY OF AORCOM TELECONFERENCE HELD 9 OCTOBER 2018

*This summary is an edited highlights package of the Minutes.
Enquiries are to be directed to the Commission Executive Officer
Issued: 25/10/2018*

For the attention of:

CAMS Board Chair	CEO	SCDOs
State Council Chairs	AORCom Commissioners	Relevant State Panel Chairs

Commissioners:

Ben Erceg	BE	2018 - 2020	Chair	Jason Galea	JG	2018 - 2019
Zane Murray	ZM	2018 - 2020	Deputy Chair	Matthew Martin	MM	2018 - 2019
Ross Bohlin	RB	2018 - 2019		Fred Severin	FS	2018 - 2020
Marilyn Emmins	ME	2018		Don Young	DY	2018

Technical Delegate:

- Daniel Rogers

Board Member Portfolio Holder:

- Nick Rahimtulla

CAMS Administration:

Lawrie Schmitt	LS	Manager Motor Sport Operations
Scott McGrath	SMc	Division Manager - Technical
Trent Price	TP	Sporting Commissions & Championships Manager / CEO Appointee to Commission
Jake Bryant	EO	Motor Sport Development Executive Rally & Off Road / Commission Executive Officer
Tom Snooks	TS	Minutes Secretary

BF GOODRICH CAMS AUSTRALIAN OFF ROAD CHAMPIONSHIP AORC 2019

2019 AORC CALENDAR:

Rnd 1	5 – 7 April	St George 399
Rnd 2	7 – 10 June	Tatts Finke Desert Race
Rnd 3	9 – 11 August	Rainbow Desert Enduro

2019 AORC SPORTING REGULATIONS:

The Commission is reviewing the 2018 Sporting Regulations for 2019 and invites comments to be submitted to the Executive Officer by the end of October.

A review is in order on AORC Sporting Regulation 5.2. 'Seeding'. The regulation wording and intent will be reviewed and consideration will be given to an alternative approach to seeding in 2019.

AORC Sporting Regulation 14. 'Championship Points and Awards' will also be subject to further review.

COMMISSIONER MOVEMENTS

RETIREMENTS AT END OF 2018:

Marilyn Emmins



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Marilyn Emmins who was a former Chair, will not be standing for election to the Commission in 2019, and will be changing her focus to an involvement with the newly introduced Women in Motor Sport Commission. The Commission thanks her for many years of dedicated service to the Sport, and the Commission. She will continue an involvement in Off Road in various events.

Jason Galea

Jason will also be retiring from the Commission at the end of 2018 and the Commission thanks him for his solid commitment to the role of Commissioner, as well as providing fresh knowledge to the Commission.

NEW COMMISSIONERS FROM 2019:

Nominations for the position of Commissioners closed at the end of September and the CAMS Board will announce the new Commissioners shortly.

MATTERS ARISING FROM THE MINUTES

MIN 0499: STRATEGIC PLAN – MEDICAL (Public Transport Vehicle) REQUIREMENTS

At an earlier Commission meeting in 2018, a Discussion Paper was presented for the Commission to review the off road medical requirements. The first regulation to be reviewed Article 3.3.2.1 – 'This Patient Transport Vehicle must be authorised by the relevant State Authority to transport patients on public roads'.

During discussion it was noted that regulations such as the above pose a significant cost on event organisers and often the costs would be detrimental to running an event.

CAMS has communicated that any change in safety standards must be done so with careful consideration ensuring duty of care is not compromised. CAMS understands the importance of such an issue and has referred the matter to NMAC to carry out their due diligence in conjunction with CAMS Administration.

Administration reports they are seeking further information from the various states medical service providers.

MIN 0492: ELECTRONIC TRANSMITTED DEVICES

Competitor Navigation – Radios

EO submitted a Discussion Paper for the Commission to review current Off Road Standing Regulation 4.10 'Radios'. The Paper included a UHF Communication Procedure document used by WA Off Road Racing.

Following discussion on the advantages and disadvantages of using two-way radio communication for overtaking it was resolved that each Commissioner take the consideration to their State Off Road Advisory Panels, asking if the compulsory fitting and use of radios, through helmets, in time for 2020 will be an adverse step, and report back at the next Commission meeting.

MIN 0495: STRATEGIC PLAN - OFF ROAD EVENT CHECKERS MANUAL

The Off Road Event Checkers Manual is nearing finalisation and will be available 1/1/19.

The Manual has been prepared as a guide and contains the rules and regulations which must be applied to the role of the Checkers for all Off Road events under the authority of a CAMS Organising Permit. However, it is not intended to dictate the nature of events, such being the prerogative of the individual organisers.



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The Manual is by no means all-inclusive as the task is not a simple one, and no two events have the same situations. However, by adhering to these rules and regulations, Checkers should be able to function more effectively and provide consistency across all events.

The Manual will include a Pre-Event and Post-Event Checker's Report tailored to off road motor sport. The Manual will significantly assist organisers as it provides a comprehensive overview of documents that are to be checked prior to an event's commencement.

It will be a mandatory requirement for event organisers of CAMS Permitted Off Road events to submit a Pre-event and Post-event Checker's Report to the CAMS Permits department. The mandatory requirement will be phased in as follows:

- 2019 ALL National Off Road Events
- 2020 ALL State Off Road Events
- 2021 ALL Multi-club and Club Events

Details on how to become an accredited CAMS off road Course Checker will be released in the coming months.

MIN 0497: SIDE BY SIDE SUSPENSION KIT REGULATION WORDING

Following the second and final 2017 SXS Regulations meeting hosted by CAMS and inviting Manufacturer Representatives of Yamaha, Can-Am and Polaris – a Decision Paper was submitted to the AORCom outlining all the proposed amendments to current off road specific requirements. These decisions impacted the following; Wheel Track, Wheel Spacers, Drive Shaft, ECU, Fuel Tank and Intercooler.

During 2018 an anomaly in regulations came to the forefront. By widening the wheel track in 2017, the wheel base and overall geometry of fitting an aftermarket suspension kit would still not comply with CAMS regulations.

To overcome the discrepancy, proposed changes to Off Road Specific Requirements at Article 11.8 (Suspension and Steering) were presented.

It was resolved:

- To finalise the amendments, to be effective 1/1/19, and issue to Commissioners for final comment. This is now complete and will be reflected in the 2019 manual.
- Determine an acceptable percentage increase in wheelbase in correlation to installing aftermarket suspension kits.

MIN 0498: SXS CLASS VEHICLE ELIGIBILITY

Numerous proposals were received from 2016 to 2018 requesting the Commission's approval on vehicle eligibility to conform and compete in the SXS class. It was determined that such vehicles are not compliant and should rather be considered under the Sportsman 1650 class.

Following discussions it was decided to draft a set of criteria for the compliance of vehicles that are eligible for the SXS class. This is currently being progressed.

MIN 0500: 7 LITRE ENGINES

Minute 0400 (Meeting of 9 December 2017) agreed to a statement on 7 litre engines which was published on the CAMS website on 12 December 2017, and this stated that vehicles with a larger engine capacity will not be introduced to CAMS Off Road racing for 2018 – 2019 and this applied across the discipline.



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The Commission have discussed the topic in depth spanning over several meetings and have proposed four class options (including leaving the class as is) for further consideration for a possible inclusion in 2020 or later.

CAMS administration have communicated they'd like to ascertain further information behind each of the proposed class options. Safety concerns need to be addressed and careful consideration regarding the possible implications upon increasing the top speed/acceleration of vehicles and risk mitigation for such vehicles. If there is going to be a perceived risk (whether large or small), this must be addressed.

MIN 0501: AGE FOR JUNIORS TO BE TRACKSIDE

A Discussion Paper was presented highlighting the discrepancies of how a 14 year old can have a Clubman level licence (and thus be in the pits) whilst the minimum age of a roadside official is 16.

AORCom agreed to the intent of the Paper whereby it was decided that the minimum age of junior officials alongside the competition surface should be lowered to 14 from 16. A Decision Paper was submitted to the Australian Officials Commission (AOC) and given the AOC have approved the intent it's then subject to final approval at an upcoming CAMS Board meeting.

MIN 0502: SXS CLASS FOR 2019 & BEYOND – REVIEW

EO submitted a Discussion Paper for Commissioners to discuss the future of SXS. The rapid growth in SXS over the past three years has prompted a need for the Commission to consider the future directive of the discipline and conduct an overall review. Discussions are to be held and prior to any decision being made stakeholders are to be informed.

MIN 0506: REVIEW OF CLASSES FOR 2019

It was resolved that all Classes be reviewed and each review be presented to the Commission. The classes that will come under review are:

- Extreme 2WD
- Extreme 4WD
- 2WD Performance
- Production 4WD

MIN 0507: STANDARD BRIEFING NOTES FOR OBSERVED LICENCE TESTING AND SINGLE EVENT LICENCES

It's understood that the Clerks of the Course all have a different way of briefing competitors. The Commission suggested that a nationwide document setting down a standard safety briefing is needed. Clerks of the Course can add any specific local issues. A draft is currently being prepared and will be made public upon completion.

MIN 0510: FITMENT OF BLUE STROBE LIGHTS ON REAR OF SOME VEHICLE CLASSES

AORCom has mandated that for ALL events, as from 1/1/19, the fitment of blue strobe lights to the rear of vehicles competing in classes which are defined by having a lower top speed. As a result, visibility of such vehicles will be enhanced and will assist drivers of faster approaching vehicles to be more cautious when looking to overtake.

Off Road General Requirements Article 24 is to be altered to include the following (underlined) wording to introduce the requirement for vehicles in specified classes to have blue strobing lights fitted to rear of vehicle:

24. LIGHTING

- (a) *Each vehicle must be fitted with at least one rearward facing red stop lamp, which complies*



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with ADR 49 for a stop lamp. Each rearward facing stop lamp shall only be operated by the application of the foot brake.

- (b) Each vehicle must be fitted with at least one rearward facing amber lamp, which complies with ADR 6 for a direction indicator and wired so that it operates at all times with the main power is switched on. No other switch is permitted in the circuit for a rearward facing amber lamp.
- (c) Each vehicle in the Sportsman, SXS Sport, Super 1650 and Production 4WD (optional for all other classes) must be fitted with at least one rearward facing blue strobing light which is wired so that it operates at all times when the power is switched on.

and Articles 24 (c), (d) and (e) be altered to 24 (d), (e) and (f) respectively.

It was noted that the size of the lamp be in accordance with 24 (e) – i.e.: 60 cm² (same size as the rear brake and yellow dust lights).

MIN 0512: TARGETED SCRUTINY

Although Off Road has implemented the requirement for a Triennial Vehicle Inspection, after discussion on the benefits of Targeted Scrutiny, Commissioners determined that the Commission is to plan for its introduction in 2020.

MIN 0513: HISTORIC OFF ROAD RACING PROPOSAL – FOR REGULARITY COMPETITION

The Commission received a Discussion Paper to review the following proposal and generate discussion on whether such an initiative would be viable and sustainable.

Proposal:

Off Road Racing in Australia has a history dating back to the early to mid-1970s and during this time a large number of cars were built and raced. Sadly many of these cars are now sitting in sheds due to the fact it has become uneconomical to bring the cars up to the current standard or because of the fact that technology has moved forward to the point where these early cars are now uncompetitive. Many of these cars also form a significant part of the history of Off Road Racing in Australia.

It is envisaged that events for Historic Off Road cars would be run as Regularity style events similar to what is currently run for historic and other class cars on race circuits. As many of these old cars would no longer comply with the current technical regulations it is understood that they could not be raced in the traditional form of Off Road Racing although under Regularity they could still have an avenue for competing at a reduced level.

It would be hoped that these events could be run as a support category to traditional off road races at National, State and Club level as well as, when sufficient numbers are running, standalone events. The course would be over a short course and vehicles would run this course for say 10 laps while attempting to run at their nominated time aka regularity style.

The Commission considered that the proposal has merit and plans to further investigate the issue.

MIN 0514: SEAT BACK SUPPORTS

A Discussion Paper was presented by the SA Off Road Advisory Panel for the Commission to address perceived safety concerns over a lack of seat back support – predominately in a rear end collision. The Panel's suggestion that a piece of flat bar (3" or 4") be shaped to fit the back of the seat and cover the frame of the seat and supported by a least two support bars from the bar to the framework of the vehicle would assist in driver safety.

The Paper contained the following comments from the Division Manager – Technical:



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'Without the specific details to undertake an investigation we are reliant on the information provided which is very brief. To implement any form of additional bracing would require specific research to ensure that it did not add any other risk. A correctly fitted FIA seat, mounted to correctly fitted hardware and mounting brackets should provide all the necessary support. There are many cases, including recently, of significant rear end impacts (like a stalled car on the grid scenario at a Race meeting) where the seat has provided all the necessary support to the driver. Where a seat is used that has no standard it is difficult to apply additional measures when the recognised motor sport seats, such as FIA, do this and are tested to a required standard.'

Commissioners discussed the issue and took into consideration the comments and finally determined that there was insufficient evidence for the Commission to take the matter further.

In discussion it was commented that CAMS could consider producing a basic 'How to / Informational' video/s on selected safety matters.

MIN 0515: DEFLECTION BARS-PLATES

In conjunction with MIN 0514 'Seat Back Supports', the Discussion Paper submitted by the SA Off Road Panel included another agenda item which sought comments from the Commission with regards to introducing deflection bars / plates to reduce the likelihood of vehicles catching fire upon impact with colliding vehicles.

An incident was identified where the Panel discussed whether the fuel tank was ruptured in the collision by the gearbox/engine being forced into it and, if so, whether it should be a requirement for off road vehicles to be fitted with some sort of deflection bars or plates in an attempt to force the gear box/engine to be deflected down under the fuel tank in the event of the vehicle being rear ended.

The Paper contained the following comments from the Division Manager – Technical:

'It would be preferred to have some specific knowledge of the incident, where did it occur and the specific circumstances surrounding the incident and the following further details:

- *The specific details of the cars involved – Class and type of vehicle (i.e. Extreme 4WD or Pro Buggy, etc.);*
- *Fuel tank type and location;*
- *Engine type and location.*

Fuel Tank – Engine deflection: We do not have all the details, so we are making assumptions of what is required. To implement any change here would also require research. What is the energy to be deflected and in what method, should it be certain application of engine mount regulations, or deflection methods as applied by production cars?

There is merit in the conversation, where the issues will develop is in the application of regulation to address such risks in which case it needs to be measured against the known risk and the assessed risk.'

Taking into consideration comments (above), the Commission would like to thank the SAORAP for its Paper and appreciates the time and effort they've put in behind the proposal. Any further investigation is to be handled by the Australian Institute of Motor Sport Safety (AIMSS).

MIN 0516: SEAT BELT CUTTERS

A report on a recent test carried out at a meeting to see the effective operation of seat belt cutters, which are compulsory to be carried in vehicles under Off Road Vehicles Regulation 21 (a) (iv), indicated that all cutters failed the test.

From discussions there seems to be mixed opinions and confusion regarding the following issues:

- How to mount / safe mounting;
- Preferred devices / is there a minimum standard;
- How to guide – cabin crew;



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- How to guide – approaching vehicle (if crew is unable to use a cutter);
- FAQ explaining why they are needed;
- FAQ highlighting common problems (blunt blade / rust / misuse);
- Is Recovery given any training or guidance on how to use them?

Commissioners discussed this issue and:

1. Identified the need for a suitable mounting location for safety belt cutters to be specified in regulations. It was agreed that the selected location needs to be visible and accessible to both the crew and people outside the vehicle.
2. Determined that a set of standards on the relevant points listed above is to be drawn up and action to be taken by issuing a communique to competitors covering off the above points so as to clear any uncertainty.
3. Suggested giving consideration for inclusion of this topic in any safety video that may be under consideration.

The Executive Officer is to follow up the issues listed above.

MIN 0517: CLARIFICATION OF STEERING – GENERAL REQUIREMENT ART. 16

A Decision Paper was submitted by the CAMS Technical Coordinator following a competitor enquiring whether their Extreme 4x4 Truck could have full hydraulic steering, details of the proposal were set down in the Paper.

This vehicle is not a production vehicle so it does not require a steering column which complies with ADR 10A or 10B and there are no universal joints. As the intent of this rule is to ensure collapsibility, the paper enquires will the proposed system satisfy the general requirements.

Following discussion it was resolved that the system would satisfy the general requirements, subject to the Off Road General Requirement Article 16 (b) be altered to read:

16 STEERING

- (b) Any production vehicle manufactured after 1 July, 1971 must be fitted with a steering column which complies with ADR 10A or 10B. All other vehicles fitted with a steering column must incorporate at least two universal joints, the shafts of which are offset to ensure collapsibility.

Off Road General Requirement Article 16 (b) will be amended and reflected in live tracked changes.

NEXT MEETINGS

Tuesday, with Teleconferences commencing at 1900 Melbourne time.

4 December