



AUSTRALIAN OFF ROAD COMMISSION

MEETING SUMMARY 6/2018 SUMMARY OF AORCOM TELECONFERENCE HELD 4 DECEMBER 2018

*This summary is an edited highlights package of the Minutes.
Enquiries are to be directed to the Commission Executive Officer*

Issued: 20/12/2018

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:

Refer to Minute 0540 below.

COMMISSIONER MOVEMENTS

Don Young

Mr Don Young has been reappointed to the AORCom for the period 2019 to 2021.



AUSTRALIAN OFF ROAD COMMISSION

MATTERS ARISING FROM THE MINUTES

MIN 0519: ELECTRONIC TRANSMITTED DEVICES

Competitor Navigation – Radios

The Commission Chair advised that most states are not interested in fitting UHF equipment through safety helmets, principally because of the resultant noise which causes driver distraction.

The Commission investigate a mandatory procedure to allow overtaking safely as this manoeuvre is the biggest risk in Off Road, particularly in dusty conditions, and will make this project a priority during 2019.

MIN 00520: STRATEGIC PLAN - OFF ROAD EVENT CHECKERS MANUAL

The Commission discussed the challenges with implementing face to face training as opposed to an online module. Limited available courses combined with accessibility for officials meant CAMS would be limiting the numbers of potential accredited off road course checkers through face to face training only. The online module is currently in draft form and will provide informative information with a 100% pass rate requirement on a set of assessment questions.

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 0523: STRATEGIC PLAN – MEDICAL (Public Transport Vehicle) REQUIREMENTS

The Administration advised that communication has been conducted with NSW, Vic, WA and Tasmania medical legislative bodies on this subject of medical requirements for Off Road and Speed Events, and is awaiting response from Qld and SA. Comments from the States have been passed onto the CAMS National Medical Advisory Committee (NMAC) for a final determination of Medical Requirements for 2019.

MIN 0521: SIDE BY SIDE SUSPENSION KIT REGULATION WORDING

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, the following change to Off Road Specific Requirements at Article 11.8 (Suspension and Steering) was approved by the Commission, effective as from 1/1/19:

“1.8 SUSPENSION & STEERING

- (iii) The wheelbase of the vehicle may not be increased more than 4.5% from standard.”

MIN 0524: 7 LITRE ENGINES



AUSTRALIAN OFF ROAD COMMISSION

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.

The Commission continued to discuss this topic and has now proposed two options:

- leaving the class as it is; or
- allow naturally aspirated engines capacity to be increased to a limit of 7 litres.

These options won't make the overall speed of cars (twin turbo cars) any quicker than they are now but an increase in the naturally aspirated cars will bring closer parity between the two types of engines.

A Discussion Paper on the subject of these two options will be prepared and discussed at the next AORCom meeting, in February.

MIN 0525: AGE FOR JUNIORS TO BE TRACKSIDE

A Paper was presented earlier in 2018 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.

The issue was referred to the Australian Officials Commission (AOC) which asked AORCom to submit a Targeted Risk Assessment (TRA). When AOC has approved the TRA a final decision will then be subject to further consideration at an upcoming CAMS Risk Committee Meeting.

MIN 0527: REVIEW OF CLASSES FOR 2019

Classes will continue to be reviewed in 2019. The classes that will come under review are:

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

MIN 0528: 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.

This issue is work in progress.

MIN 0530: TARGETED SCRUTINY

Commissioners, at an earlier meeting in 2018, determined that the Commission is to plan for the introduction of targeted scrutiny in 2020.

MIN 0531: HISTORIC OFF ROAD RACING PROPOSAL – FOR REGULARITY COMPETITION



AUSTRALIAN OFF ROAD COMMISSION

The Commission further considered this proposal and provided a direction for the development of a regularity competition. Technical and sporting regulations document to be drafted for off road regularity event by the Commission for further consideration.

MIN 0536: TYRES SIZES – DISCUSSION PAPER ON MAXIMUM SIZE TYRE

A Discussion Paper was considered by the Commissioners and during discussion the following arose:

- it was noted that a bigger tyre does not necessarily cause extra track damage (in fact, it was commented that motor cycle tyres cause equally as much damage);
- the possibility of restricting tread pattern to all-terrain rather than mud could be considered;
- the issue will be reconsidered if the engine capacity is increased.

The Commissioners determined that there is no current need to mandate a maximum tyre size.

MIN 0537: SxS REGULATIONS – SAFETY CAGE

A Decision Paper was presented for the Commissioners to determine whether the proposed SxS safety cage regulations will greatly benefit SxS cage builders and owners without compromising the safety / integrity of a cage. Substantial background on the subject was presented in the Decision Paper.

Following discussion it was resolved:

- throughout 2019 a Working Group is to create a set of specific SxS cage regulations that would be a subsection to the current General Regulations for Off Road Vehicles (eg: GR 9.10). These regulations would be intended to clear confusion that currently occurs when manufacturing a SxS cage to either GR or Schedule J regulations;
- as for 2019, cage manufacturers are to contact CAMS Technical for any cage compliance specific issues.

MIN 0538: SXS REGULATIONS FOR 2019 – FORCED INDUCTION

A Decision Paper was presented by the EO for the Commission to:

1. Determine whether older SXS Sport models can fit all OEM component parts to mirror that of a newer SXS Turbo model and be deemed eligible for competition. The Paper included extensive notes on the subject.
2. Further clarify and communicate to SXS competitors whether NA SXS vehicles are permitted to fit a turbocharger / supercharger and be eligible to compete in the SXS Turbo class, especially pre-2019 Yamaha YXZ models which have the option of an aftermarket turbo kit.

Fitting of OEM Component Parts

- All rules in place remain current;
- That an additional clause for SXS turbo be included which states;
 - Any naturally aspirated vehicle in Appendix 1 'SXS Vehicles List' is permitted to fit a forced induction device given all other OEM component parts are fitted to represent the SXS model identical to the SXS Turbo equivalent in Appendix 1 'SXS Vehicles List'.
 - Any naturally aspirated vehicle in Appendix 1 'SXS Vehicles List' is permitted to fit a forced induction device if the kit used is one produced as a turbo conversion kit listed for the vehicle in question produced by the same manufacturer and approved by CAMS.
 - All fitment must be in compliance with the manufacturer's instructions and OEM parts used.
 - No aftermarket turbo kits or non-approved manufacturer turbo kits allowed.



AUSTRALIAN OFF ROAD COMMISSION

Clarification whether NA SXS vehicles can fit a turbocharger / supercharger and be eligible to compete in the SXS Turbo class.

Following discussion Commissioners determined that NA UTVs be permitted to fit a turbocharger subject to the kit being provided by the same manufacturer as the UTV and all other OEM parts are fitted to ensure the NA vehicle contains the same specification as the approved turbocharged equivalent.

Measures for controlling the freedoms are:

- invoices should be retained for scrutineering purposes;
- Triennial inspection mandatory at the time of fitment is required; and
- a scrutineer must inspect a vehicle and note in the log book 'turbo conversion sighted and invoices inspected';

MIN 0540: AORC SPORTING REGULATIONS 2019 – SEEDING AND POINTS SCORED

The Commission reviewed the 2018 AORC Sporting Regulations relating to Seeding and Championship Points and proposed that the seeding system revert back to that used in 2017, and that there be no change in allocation of championship points.

This decision will be passed onto AORC for implementation in 2019.

NEXT MEETING

Tuesday, with Teleconferences commencing at 1900 Melbourne time.

5 February