



## AUSTRALIAN OFF ROAD COMMISSION

### MEETING SUMMARY 1/2019 SUMMARY OF AORCOM FACE TO FACE MEETING HELD 2 FEBRUARY 2019

*This summary is an edited highlights package of the Minutes.  
Enquiries are to be directed to the Commission Executive Officer  
Issued: 07/03/2019*

#### 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

### BFGOODRICH 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

### MATTERS ARISING FROM THE MINUTES

#### MIN 0541: COMPETITOR NAVIGATION / ORGANISERS MONITORING

*(Title changed from Electronic Transmitted Safety Device)*

The Commission was advised that it is highly unlikely that RallySafe will be incorporated into the 2019 AORC, although it will likely be trialed at the Finke Desert Race in June. The Commission will continue to monitor the situation.

This issue continues to be work in progress.



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### **MIN 0542: STRATEGIC PLAN - OFF ROAD EVENT CHECKERS MANUAL**

The Off Road Event Checkers Manual has been distributed amongst AORC Organisers and will undergo final amendments before it's published online. The document will be published on the new CAMS site under: Home / Events / Permits / Off Road. Alternatively, the following link will be the direct link:

<https://www.cams.com.au/events/permits/off-road>

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.

This issue continues to be work in progress.

### **MIN 0543: STRATEGIC PLAN – MEDICAL (Public Transport Vehicle) REQUIREMENTS**

A Progress Paper - with comments from NSW, VIC, WA and TAS medical legislators - advised that State Legislators were open to working with CAMS and affiliated clubs in the running of their events. Comments have yet to be received from QLD and SA and these states are still being pursued. The paper has been submitted to NMAC for a final determination of any future medical requirements.

This issue continues to be work in progress.

### **MIN 0544: 7 LITRE ENGINES**

Newly acquired data on events comparing average speeds between a range of engine capacities is to be reviewed and discussed between the Commission and CAMS administration. Discussions will also take into consideration implications at each level from club to a National Championship event with a view to seeking some form of direction.

This issue continues to be work in progress.

### **MIN 0545: REVIEW OF CLASSES FOR 2019**

As previously advised Class regulations will continue to be reviewed in 2019. The classes that will come under review are:

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

This issue continues to be work in progress.



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### **MIN 0546: 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 continues to be work in progress.

### **MIN 0547: TARGETED SCRUTINY**

Commissioners, at an earlier meeting in 2018, raised the topic of providing event organisers with the option to implement Targeted Scrutineering at a CAMS permitted Off Road event. It was determined that the Commission is to plan for the introduction of targeted scrutiny in 2020 with parameters being established over the coming Commission meetings.

This issue continues to be work in progress.

### **MIN 0548: HISTORIC OFF ROAD RACING PROPOSAL – FOR REGULARITY COMPETITION**

A set of draft regulations for Classic Off Road Regularity was presented to the Commission and were discussed at length, with each regulation coming under scrutiny.

The purpose of Classic Off Road Regularity is to set consistent lap times at less than the full potential of the competitor and vehicle. It is not a race, it is a Regularity Trial. It provides an opportunity for competitors to compete in an off road style event with less vigour than regular off road racing. Classic Off Road Regularity showcases pre-1996 off road vehicles and is an important aspect of maintaining and demonstrating Australia's off road racing history.

The CAMS Administration will now finalise the draft and reissue it to Commissioners for further review before publishing.

This issue continues to be work in progress.

### **MIN 0550: SxS REGULATIONS – SAFETY CAGE**

A Paper was presented for Commissioners to discuss whether proposed SxS safety cage regulations will greatly benefit SxS cage builders and owners without compromising the safety / integrity of a cage. Topics of discussion primarily revolved around:

- **Gussets:**  
In 2018, CAMS updated Schedule J to require gussets and taco plates throughout rollcages. The majority of Schedule J cages are designed for enclosed cabin vehicles. The Commission discussed whether exemption could or should be considered for SxS vehicles and will be determined at a later meeting.
- **Tube Size:**  
The vehicle weight of a SxS Sport or SxS Turbo has provoked conversation around current minimum weight tube requirements in Schedule J and GR9. The Commission will seek advice from SXS cage manufacturers and review both regulatory documents.



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- **Roof Bracing Designs:**

The Paper raised concerns regarding the nature of a SxS vehicle, it's often difficult to comply with schedule J 12.3 (b) whilst allowing enough space through the door area. Alternative roof bracing options were presented and will be subject to continuous discussion with CAMS Technical, SxS cage manufacturers and the Commission.

CAMS Technical and the Commission discussed the benefits of developing a specific written criteria for SxS cages into 2019 that is independent of GR9 and Schedule J cages for Off Road.

This issue continues to be work in progress.

### **MIN 0551: SXS REGULATIONS FOR 2019 – FORCED INDUCTION**

Specific Requirement regulations 11.2 (d) wording which was introduced in December 2018 following the Commission's decision to permit the retro-fitment of manufacturer/CAMS approved turbocharger kits were amended at the February meeting by the Commission as below:

#### **ELIGIBILITY/DEFINITION**

(d) The class will be sub-divided into two parts:

- (i) **SXS Turbo:** a supercharged/turbocharged engine of a capacity not exceeding 2050cc including the relevant multiplication factor/s.
- (ii) **SXS Sport:** a naturally aspirated engine of a capacity not exceeding 1200cc.

(e) It is permitted to fit a forced induction device in compliance with the following:

- (i) The forced induction device and associated fitment kit used is one produced and sold by the OEM as a kit and listed as approved by CAMS for a SXS model, refer Appendix 1.2 Approved SXS Forced Induction Kits.
- (ii) Be fitted with each OEM component part as per the OEM kit.
- (iii) Each component fitted must be in compliance with the OEM instructions.
- (iv) Aftermarket turbo kits or non-approved manufacturer turbo kits are not permitted.
- (v) Triennial Inspection is mandatory following forced induction device fitment. The Triennial Inspection must occur prior to the vehicles next race meeting.
- (vi) The SXS will be classified as a SXS Turbo.

#### **NOTE:**

A scrutineer must inspect a vehicle and note in log book 'forced induction kit fitted and relevant OEM documentation sighted'.

The onus is on the competitor to prove that the forced induction kit and fitment is as per the OEM requirements, which may require the production of documentation to prove the purchase was from an OEM supplier.

### **MIN 0554: INTRODUCTION OF 4WD BUGGIES**

A Discussion Paper was presented to the Commission tabled by the CAMS Administration based on a review following the decision made at the 29 October 2018 AORCom meeting. This was to reduce the impact on the CAMS Australian Off-Road Championship (ranging from competitors, promoters and sponsors), and to encourage the development of the 4WD buggy class, CAMS Administration now proposes that a staged introduction of 4WD Buggies be implemented from State to National level Off-Road competition.



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Given the demand for this new class stems predominantly from State-level competition, CAMS Administration proposed that it be introduced at State Championship (and Club) level. The impact of 4WD buggies at State level will be monitored by the Commission before any future determination is made to permit 4WD buggies to compete at a National level in 2021. This timeframe would allow time to fully understand the implications of the introduction of this class on existing competitors over the customary two year notice period for substantial technical changes.

At the recommendation of CAMS Administration, the decision to incorporate 4WD buggies in the **Extreme 4WD class** was repealed citing commercial and cost implications for both CAMS and the AORC competitor base.

Following extensive discussion it was determined by the Commission that CAMS are to circulate the following statement from AORCom:

*"The Commission agreed that from 1 January, 2019, 4WD Buggies will be eligible to compete within the Extreme 4WD Class at State Championship level events and below. The impact of the introduction of 4WD buggies at State Championship Levels and below will be monitored by the Commission before any future determination is made to permit 4WD Buggies to compete at National Level. A minimum 12-month notice period is required should the Commission determine that 4WD Buggies will be eligible to compete at National Level."*

### MIN 0557: AGE FOR JUNIORS TO BE TRACKSIDE

The CAMS President spoke to the Commission on this subject and advised that the FIA allows officials aged 14 years as a minimum and this is the age for engagement with administrative purposes only. A minimum of 16 years of age is reserved for juniors under direct supervision to be on the 'competition front'.

The issue is being referred to the CAMS Risk Committee and will be brought back on the AORCom Agenda at a later time.

### MIN 0558: LOCKABLE DIFFERENTIALS

The Commission discussed a proposal for lockable differentials and noted that further evidence and information is required to draft an Information/Discussion Paper. Once drafted, this be presented to the Commission.

### NEXT MEETING

#### 2019 Dates

Teleconference conducted on Tuesday nights, commencing at 1830 hours Melbourne time.

Apr 23	Tue	Teleconference
Jun 11	Tue	Teleconference
Aug 6	Tue	Teleconference
Oct 19 – 20	Sat - Sun	F2F
Dec 3	Tue	Teleconference