



## AUSTRALIAN OFF ROAD COMMISSION

### MEETING SUMMARY 2/2019 SUMMARY OF AORCOM TELECONFERENCE HELD 30 APRIL 2019

*This summary is an edited highlights package of the Minutes.  
Enquiries are to be directed to the Commission Executive Officer  
Issued: 27/05/2019*

#### 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
Fred Severin	FS	2018 - 2020			Don Young	DY	2018
Ross Bohlin	RB	2018 - 2019					

#### Technical Delegate:

- Daniel Rogers

#### Board Member Portfolio Holder:

- Bob Piper

#### 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	<del>5 - 7 April</del>	<del>St George 300</del>
Rnd 2	7 - 10 June	Tatts Finke Desert Race
Rnd 3	9 - 11 August	Rainbow Desert Enduro

### CAMS BOARD PORTFOLIO HOLDER FOR OFF ROAD

Bob Piper (SA) has been appointed the CAMS Board Portfolio Holder for Off Road, replacing Nick Rahimtulla, who is the Portfolio Holder for the Australian Motor Sports Development Commission.

### MATTERS ARISING FROM THE MINUTES

#### MIN 0559: COMPETITOR NAVIGATION / ORGANISERS MONITORING

This issue, which primarily is an issue for the AORC, continues to be work in progress as the Commission determines on some form of vehicle monitoring during competition, to assist competitors when overtaking in dust, and assist the organisers in locating a stopped vehicle around the course.



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### MIN 0560: STRATEGIC PLAN - OFF ROAD EVENT CHECKERS MANUAL

The Off Road Checkers 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.

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 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

The Commission discussed the challenges with implementing face to face training as opposed to an online module for the accreditation process of officials. 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.

The Off Road Event Checkers Manual has been distributed amongst AORC Organisers and will undergo final amendments before it's published online.

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 0561: 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.

During discussion it was noted that certain regulatory requirements 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 event safety 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.

This issue continues to be work in progress.

### MIN 0562: 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.*

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.



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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 0563: 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 and Production 4WD.

This issue continues to be work in progress.

### **MIN 0564: 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.

A Document titled 'Single Event Briefing Document' was tabled with the meeting agenda for Commissioners to review and comment on. Topics to be included in briefing notes are:

- The Role of CAMS
- CAMS Insurances
- Main Officials and their duties at an Event
- Off Road Standing Regulations
- Supplementary Regulations & Bulletins
- Scrutineering
- What to do at the event
- What do I do prior to reconnaissance/prologue/competition?
- What do I do if my car breaks down on the track or I have an accident?
- What do I do if I am injured at an event?
- Refueling
- Parc Ferme/Impound Areas
- Flag Signaling & Course Markers
- Course Markers
- CAMS Anti-Doping Policy
- Obtaining your National Off-Road Licence

This issue continues to be work in progress.

### **MIN 0565: TARGETED SCRUTINY**

Commissioners, having previously determined to provide event organisers with the option to implement Targeted Scrutineering at a CAMS permitted Off Road event, were issued with a Document titled 'SARC Future Scrutineering Plan 2016 and Beyond' as issued in South Australia for rallies, and were requested to study this with view to discussing the issue at the Face to Face Meeting in June.

This issue continues to be work in progress.

### **MIN 0566: HISTORIC OFF ROAD RACING PROPOSAL – FOR REGULARITY COMPETITION**



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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 is finalising the Standing Regulations and will reissue it to Commissioners for further review before publishing.

This issue continues to be work in progress.

### **MIN 0568: SXS REGULATIONS – SAFETY CAGE**

Previously the Commission discussed the benefits of developing a specific written criteria for SXS cages that is independent of GR9 and Schedule J cages for Off Road. This issue continues to be work in progress.

In conjunction with safety cage manufacturers and CAMS Technical, AORCOM will review SXS safety cage regulations for consideration later in 2019.

### **MIN 0573: AGE FOR JUNIORS TO BE TRACKSIDE**

The commission noted and accepts the CAMS Board and Executives' position on the introduction of younger officials. The current position allows 16 year old officials to be on the competition front under supervision whilst 14 year old officials may only be involved in administration activities away from the competition front.

### **MIN 0574: LOCKABLE DIFFERENTIALS**

The Commission considered a Discussion Paper presented to it which highlighted a concern with lockable differentials of a specific make and model in the SXS class, and determined that as there are no safety concerns and that no change can be made to technical/sporting regulations once a competition year commences, no immediate action is to be taken forthwith.

The Commissioners needed evidence that this particular part is prone to being damaged easily and that it has issues of reliability/durability, and requires comment on this from a number of competitors and the manufacturer for it to consider the issue further.

### **MIN 0575: OFF ROAD GENERAL REQUIREMENTS – ARTICLE 24: LIGHTING**

A Discussion Paper was tabled for the Commission to address, discuss and provide a response to each of the three concerns in relation to General Requirements 24. Lighting.

The background to this issue presented in the Paper included:

1. Forward Facing Headlamp Visibility

Competitors have raised issues of a lack of visibility from approaching vehicles as to why they didn't pull over when overtaken. In certain conditions when a forward facing headlamp is positioned front and centre of a vehicle, competitors have mentioned the difficulty in detecting an approaching white light bulb in a rear view mirror due to its location.

2. Rearward Facing Blue Strobing Lamp Visibility

The use of orange visors makes it difficult to detect certain hues of blue. The problem here seems to lie with white LED bulbs with a blue lens rather than blue LED bulbs with a blue lens.

3. Rearward Facing Blue Strobing Light Class Requirement

Competitors have praised the implementation of a blue strobing light however believe this should be a requirement for all classes. When this matter was first discussed at Commission level, benefits and



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application for all classes were discussed. The Commission decided the ruling be applied to select classes in 2019 with view to reviewing the regulation at the end of 2019 and exploring the possibility of mandating for all classes in 2020.

Following discussion the Commission determined:

1. A review of the regulations with an emphasis on forward facing headlamp visibility should be carried out to ensure that they infer wherever the light is mounted it is to be visible.
2. As the blue light regulation has only been introduced for less than half of the competition year, it is too early to make changes.
3. The Commission is to conduct a review at years end to determine whether rearward facing blue strobing lights should be mandated across all classes.

### NEXT MEETINGS

#### 2019 Dates

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

Jun 18	Tue	Teleconference
Aug 6	Tue	Teleconference
Oct 19 – 20	Sat - Sun	Face to Face
Dec 3	Tue	Teleconference

Level 2