



## AUSTRALIAN OFF ROAD COMMISSION

### MEETING SUMMARY 3/2019 SUMMARY OF AORCOM FACE TO FACE MEETING SATURDAY 19 OCTOBER 2019

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

#### Issued by Commission Executive Officer to the following:

Chair CAMS Board	AORCom Commissioners	Sport & Club Development Officers
Chairs CAMS State Councils	CEO	
Chairs State Advisory Panels	General Manager – Motor Sport	

#### Commissioners:

Ben Erceg	SA	BE	2018 - 2020 Chair	Matt Martin	NSW	MM	2018 – 2019
Zane Murray	QLD	ZM	2018 - 2020 Dep Chair	Ross Bohlin	NT	RB	2018 - 2019
Don Young	QLD	DY	2019 – 2021	Jason Galea	WA	JG	2018 - 2019
Fred Severin	SA	FS	2018 - 2020				

#### Technical Delegate:

Daniel Rogers	DR
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#### Board Member Portfolio Holder:

Bob Piper	BP
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#### CAMS Administration:

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

## SUMMARY

### MATTERS ARISING FROM THE MINUTES

#### MIN 0589:

#### SPECIFIC REQUIREMENTS FOR OFF ROAD VEHICLES

A Decision Paper was submitted suggesting that the Art. 9.1(a) should be reworded to the following:

- (a) A four-wheel drive automobile as defined in GR 1 with provisions for **at least two crew members**, and of a series production type of which not fewer than 25 identical units.

The rationale for the change was to ensure consistency in in the Production 4WD class where the regulations are silent, whereas Performance 2WD, Extreme 2WD and Extreme 4WD lists the required crew numbers. The proposal to reword Art. 9.1(a) was approved.

#### MIN 0590:

## GENERAL REQUIREMENTS ART. 30: NUMBERS

A Discussion Paper was presented proposing a number display change to make vehicles more visually attractive, easier to fit into enclosed trailers and numbers less likely to be bent/lost in case of roll over or taken off by a tree. After discussion it was decided that there was no support for the change. Given where the numbers are currently, event organisers know where to look and what to look from timing perspective.

### MIN 0591:

#### SPECIFIC REQUIREMENTS ART. 11.7: GEARBOX & TRANSMISSION SXS

A Discussion Paper was presented by proposing an increase in SXS vehicles top speeds by freeing the gearbox ratios which will in turn potentially reducing the closing speed difference between a SXS and a traditional off road vehicle i.e. Pro Buggy or Trophy Truck.

CAMS Technical highlighted that the wording require will need to be more in-depth that just 'ratios are free'. It will need wording to ensure other things sent also changed as a result. The Commission resolved to highlight legitimate concerns, reword the Paper and issue to Commission for comment.

### MIN 0592:

#### SPECIFIC REQUIREMENTS ART. 11.3: COACHWORK SXS

A Discussion Paper was presented by on the current ruling on rear plastics on a SXS which do not reflect what is happening with the majority of vehicles racing. The proposed regulation change would bring the rules in line with common practice with no added cost to vehicles, nor a measurable performance advantage.

Proposed Change:  
11.1 COACHWORK

...

(e) Rear tray and rear fascia plastics may be modified or removed to permit the fitment of roll cage and/or accessories including aftermarket exhaust, spare tyre, rear mount radiator.

After discussion, the Commission agreed that the proposed change did not significantly alter the shape of the vehicle or represent a performance advantage. Additionally, there may also be less risk of fire from the exhaust be removing the rear plastic tray. The proposal was approved.

### MIN 0598:

#### OFFICIALS LICENCING REVIEW

A Decision Paper was presented proposing to reduce the number of licences that we have for officials through aligning the CAMS licencing system with our training system and removing all subcategories and dormant licences. In 2015 the Board approved a paper to remove all subcategories for rally officials licences. Unfortunately, this wasn't completed, and these subcategories still remain. The AOC would like to apply this principle and reasoning to all officials categories. This would mean the removal of subcategories for off-road officials licences and the addition of a generic gold and silver off-road licence.

Off road officials licences would be available as:

Bronze – Off Road  
Silver – Off Road  
Gold – Off Road

After discussion the Commission were generally in favour of the proposal, but questioned whether applicants would need experience and show competency in all areas in order to upgrade to a silver licence. The Commission asked for this to be explained prior to any further action taking place.

## MATTERS ARISING FROM PREVIOUS MINUTES

### MIN 0578:

## OFF ROAD SCRUTINEERING FORM REVISION

FS advised that he used the new template at Wanaka and that it worked well, however some items were not visible on the form as well as a section for the competitor to physically sign the document. After discussion it was decided for Technical to review the suggested changes and publish the form online.

### MIN 0581:

#### STANDARD BRIEFING NOTES FOR SINGLE EVENT LICENCES

The document will now be published on the CAMS website.

### MIN 0583:

#### OFF ROAD CLASSIC REGULARITY COMPETITION

An Information Paper was presented by the EO to review comments in the attached Off Road Classic Regularity Standing Regulations - 2019 - 7 – Draft. The Commission was tasked to resolve all comments raised and EO to amend the document for ratification and publishing on the CAMS site.

Regarding a proposed amendment to Art. 13 (o) – “~~The maximum outside diameter for each tyre is 33 inches.~~”; “The maximum outside diameter for Buggy and Baja tyres is 31 inches. The maximum outside diameter for Tin Tops is 33 inches” FS questioned whether the providence of tyre sizes would be an issue. Additionally, the Commission noted comments from CAMS Administration (Safety and Race Operations) regarding choices of venue for regularity events and would monitor events for any issues.

It was noted that there should be a post event form and single event licence box should now be added to include Off Road Regularity Events. The Off Road Classic Regularity Standing Regulations were approved.

### MIN 0584:

#### SXS REGULATIONS – SAFETY CAGE

In August, an Information Paper was presented with an attached draft set of regulations proposing an amalgamation of Schedule J and GR9 which stipulates the current commonly built SXS cages with the following alterations;

- Door Bars from GR9 and now have a minimum upper bar height to improve side protection
- A dash spreader bar is mandatory
- Windscreen brace is mandatory

After review, CAMS Technical identified two safety improvements for SXS Safety Cages:

1. Addition of upper side bar (hip rail); and
2. Addition of Windscreen Opening Bars.

As such the following regulation change was proposed:

##### 11.5 CHASSIS

(a) The original chassis must be retained and be unmodified save for the addition of material for strengthening purposes or for the addition of the Safety Cage.

(b) A Safety Cage complying with the design criteria and material specifications of the CAMS Manual of Motor Sport Schedule J, and approved by CAMS, shall be fitted and shall incorporate ~~at least two uninterrupted door bars. The upper door bar shall be fitted predominantly horizontally and as high as practicable. Additional reinforcing bars are recommended.~~

(i) At least two door bars. The upper door bar shall be fitted predominantly horizontally and as high as practicable.

(ii) Front window opening braces as per GR9 Art. 9.6.

Additional reinforcement bars are recommended.

The Commission noted that a minimum height should also be mandated and that a change to 11.5 (b)(i), ‘minimum 450mm from the floor’ rather than ~~‘as high as practicable’~~ should also be included in the regulation change.

## MIN 0585:

### OFF ROAD GENERAL REQUIREMENTS – ARTICLE 24. LIGHTING

At the August meeting it was highlighted the need to respond to the NSW Off Road Panel regarding regulatory concerns in GR24.

The concerns regarding GR 24. Lighting that will need to be addressed are:

- Art. (f) – clarity around the use of multiple coloured frontward facing lights.
- Art. (c) – standard requirements for blue lights.
- Art. (d), (i) – positioning of rearward facing lights.

It was resolved that the following revisions be made to Article 24 of the Off Road General Requirements:

...

(a) Each vehicle must be fitted with at least one rearward facing red stop lamp, ~~which complies 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, wired so that it operates at all times when 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.

(d) Each rearward facing lamp shall be:

(i) visible when viewed from up to a 45° angle in each rearward direction and from the side of the vehicle longitudinal centre line;

(ii) fitted with a minimum of one lens or a maximum of two lenses ~~lens of~~ totalling a minimum area of 60cm<sup>2</sup>;

(iii) ~~(iii) mounted separately from any other rearward facing lamp~~ Equivalent to a minimum of a 21 watt incandescent globe.

...

(e) A penalty of ~~exclusion~~ disqualification shall apply for any action which inhibits the operation of any rearward facing lamp whilst the ignition is on, in addition to any other penalty which may be imposed by the Stewards of the Meeting.

...

In reference to the NSW's Off Road Panel's concerns over the ruling on a minimum of 'one forward-facing white light' allowing further lights to be added, the Commission saw no apparent risks given that a white light is difficult to see in dusty conditions and multiple lights would have greater potential to be seen. The Commission further added that if coming across a stationary vehicle, the onus is on approaching competitor to exercise caution.

## MIN 0586:

### MULTIPLE VEHICLE ENTRY

A Decision Paper was presented to determine if there is a need to instate a new regulation into the Off Road Standing Regulations.

A query from the NSW State Off Road was made regarding the acceptance of multiple entries and whether the current ruling of 'Supplementary Regulations must stipulate the maximum number of entries which will be accepted for the event' required any change.. The regulations are currently silent on the matter. After deliberation it was decided that no change was required as it was impossible to regulate against every eventuality.

## MIN 0588:

### EX2WD SPECIFIC REQUIREMENTS

At the August teleconference, the Chair raised concerns regarding Off Road Specific Requirements, in particular

the Extreme 2WD class.

The EX2WD regulations as they currently stand are proving difficult for vehicles to comply. It was discussed the removal of Baja regulations from the EX2WD section may have led to the complexity of current regulations and noncompliance with current vehicles.

It was noted that that the current Specific Requirements had omitted information since 2007 that included the Baja class. This was likely simply due to an omission. Rather than re-implement the regulations for the Baja class, it was decided to remove articles 8.1(b), 8.2(b) and 10.2(b) and (c) of the Extreme 2WD and Extreme 4WD Specific Requirements.

### NEXT MEETING(S)

Tuesdays, with Teleconferences commencing at 1830 Melbourne time:

- December 3 Tuesday Teleconference

LEVEL 2