



## AUSTRALIAN OFF ROAD COMMISSION

### MEETING SUMMARY 3/2019 SUMMARY OF AORCOM TELECONFERENCE MEETING 6 AUGUST 2019

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

Issued: 21/09/2019

#### 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 |
|---------------|----|

#### Board Member Portfolio Holder:

|           |    |
|-----------|----|
| Bob Piper | BP |
|-----------|----|

#### 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 0578:

#### OFF ROAD SCRUTINEERING FORM REVISION

The Commission and CAMS Administration will begin conducting a review on the current *Off Road Scrutiny Report* with the intent to align current fields with recent regulatory changes. The document's layout will also come under scrutiny as the form's formatting will be aligned with other CAMS documents.

#### MIN 0579:

#### ORGANISER MONITORING / VEHICLE OVERTAKING

MATTER IS STILL PROGRESSING AND NO FURTHER COMMENTS WERE RECORDED

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.

#### **MIN 0580:**

##### **7 LITRE ENGINES**

###### **MATTER IS STILL PROGRESSING AND NO FURTHER COMMENTS WERE RECORDED**

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:

- 1) Leaving the class as it is; or
- 2) Allow naturally aspirated engines capacity to be increased to a limit of 7 litres.

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.

#### **MIN 0581:**

##### **STANDARD BRIEFING NOTES FOR OBSERVED LICENCE TESTING AND SINGLE EVENT LICENCES**

###### **MATTER IS STILL PROGRESSING AND NO FURTHER COMMENTS WERE RECORDED**

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 0582:**

##### **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 next teleconference Meeting in August.

The Commission decided it would be in the best interest to remove this matter from the Agenda until such time where there is growing support.

This matter is now complete.

#### **MIN 0583:**

##### **OFF ROAD CLASSIC REGULARITY COMPETITION**

The purpose of Off Road Classic 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.

A review on final comments in the attached Off Road Classic Regularity Standing Regulations - 2019 - 7 – Draft was undertaken. The Commission was tasked to resolve all concerns raised and to amend the document for ratification and publishing on the CAMS site.

A determination was made on whether FHR's should be compulsory:

The CAMS administration have agreed in principle to proceeding with publishing the regulations (currently FHR is recommended but not compulsory).

If FHR's are to be mandated, a lead in time of 12 to 24 months would be suitable and will provide competitors with ample opportunity to comply.

## MIN 0584:

### SXS REGULATIONS – SAFETY CAGE

Previously CAMS Technical and the Commission discussed the benefits of developing a specific written criteria for SXS cages into 2019/20 that is independent of GR9 and Schedule J cages for Off Road.

Commissioners were advised there is comment that the current regulations allow enough freedom for cages that are appropriate for the weight and size of the vehicle, but the CAMS regulations didn't support the potential for opening roofs as there are not many opportunities to cross-brace a SXS roof adequately. The only potential changes to current regulations were towards making a windscreen/dash spreader bar mandatory and a brace as well. The concern is occupant protection against kangaroos, livestock etc. It was also generally agreed that moving the cage regulations into an area (Off Road General Regulations) that allowed them to be a singular set of rules rather than an adaptation of CAMS Schedule J may ease the burden on CAMS Technical.

In conjunction with safety cage manufacturers and CAMS Technical a draft set of SxS safety cage regulations are to be prepared for AORCom to consider later in 2019.

At the August 6 teleconference an attached draft set of regulations were provided and tabled for comment. The Chair advised all Commissioners to review the document ahead of the upcoming Face to Face Commission meeting commencing 19 Oct.

## MIN 0585:

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

30/04/2019: 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 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) 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.

06/08/2019: In addition to the above, and in relation to GR24, further concerns were raised and addressed.

- 1) Art. (f) – Clarity around the use of multiple coloured frontward facing lights
- 2) Art. (c) – Standard requirements for blue lights
- 3) Art. (d), (i) – Positioning of rearward facing lights

Following discussion the Commission determined:

- 1) Art. (f): The Commission agreed that as the regulation currently reads, given one white frontward facing headlamp is illuminated at all times during competition, additional multi-coloured forward facing lights are currently permitted.
- 2) Art. (c): The Commission's stance on blue lights remains status quo following last meetings decision – "The blue light regulation has only been introduced this year and it is too early to make changes". A review will be carried out at the upcoming Face to Face Commission meeting.
- 3) Art. (d), (i): Scrutineers are finding it common that vehicles are being presented at scrutineering/start line with an obscured view of their rearward facing light, for example when spare tyres are mounted. The Chair advised that no vehicle should be allowed to commence competition until they comply with the regulation.

It was also noted that amendments made in 2018 have made it difficult for vehicles to comply; specifically the removal of: "visible when viewed from up to a 45° angle in each rearward direction side of the vehicle longitudinal centre line". The Commission determined to review the regulation, reword and represent at the upcoming Face to Face Commission meeting to resolve and ratify the issue.

#### **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.

The question raised following an event in NSW regards an entrant who requested to enter two vehicles under the one entry. The regulations are currently silent on the matter.

Discussion regarding long course endurance events determined that events are to only accept one vehicle per entry. The nature of endurance events is to test the durability of a vehicle and skill of a driver over a large distance.

A review will be carried out at the upcoming Face to Face Commission meeting in relation to multiple vehicle entries in Short course events.

#### **MIN 0587:**

##### **SINGLE SEAT SXS**

A Discussion Paper was presented by the EO to commence discussions on single seat SXS vehicle eligibility.

The Paper queried the potential of racing a Polaris RZR RS1 in a CAMS SXS class. They are a single seater, but the specification sheets read similar to some of the already approved vehicles in the SXS Sport class.

Discussions revolved around whether the vehicle in question could be added to the list of approved vehicles, or whether there would be a fundamental issue of having a single seat in a SXS class.

The Commission concluded that greater support is required from the competitor base and manufacturer support would also be required.

The Paper raised the following discussion points:

- 1) SCORE and BITD do not permit single seat SXS vehicles.
- 2) The classification "Side by Side" would no longer apply and would go against the intent of the Off Road Specific Requirements – specifically 11.2 (a) "The SXS class is for off road recreational vehicles with a seating capacity of two crew members, located side by side, steered by a steering wheel."
- 3) Performance advantage competing with less weight due to having one less passenger.

Minute is now complete.

#### **MIN 0588:**

## EX2WD SPECIFIC REQUIREMENTS

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.

There is a need to review an outdated version of the regulations where Baja was instated. The review will determine whether reinstating the Baja regulations will resolve current issues with EX2WD regulations. The intent of the review is to rectify the current issues at hand and present an amended version of the regulations to the next meeting for ratification.

### NEXT MEETING(S)

Tuesdays, with Teleconferences commencing at 1830 Melbourne time:

- October 19 Saturday F2F
- December 3 Tuesday Teleconference

LEVEL 2