



AUSTRALIAN OFF ROAD **COMMISSION**

**Minutes of meeting held at
Holiday Inn Tullamarine
Saturday 6th November 2004**

PRESENT: Messrs John Paterson (Chairman), Ben Erceg, Gordon Bailey, Daniel Rogers, Russell Innes, Marilyn Emmins, Adam Barnacoat, Peter Marcovich (CAMS Board member)
Campbell Andrea (Secretary).

VISITORS: Morrie Williams (Off Road Technical Commissioner)
Andy Clark (AORC Series Steward - 9.30am – 12pm)
Colin Osborne (President of CAMS - 2pm-2.30pm)

APOLOGIES: Nil

1.1 OPENING

The meeting commenced at 9.30am.

Mr Paterson welcomed attendees to the meeting.

1.2 Additional Agenda Items

1.2.1 Time out cards

1.2.2 Emergency Procedure

1.3 Reports

A brief report was given by each of the state delegates.

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2. MINUTES OF PREVIOUS MEETINGS

2.1 Approval of previous minutes

OR1007 *It was moved D Rogers / M Emmins that*

The minutes of the previous meeting held 28th February 2004 be adopted as a true and accurate record of the meeting.

CARRIED 6 – 0 – 0

2.2 Decisions between meetings

2.3 Matters Arising From Previous Minutes

2.3.1 Off Road Logo

The Off Road Logo was finalised at the previous meeting. A final electronic version is to be produced, when the new assistant for the Off Road department is appointed.

Action: CAMS

2.3.2 Off Road Contacts

It was noted that the list of contacts was comprised of persons who in some cases are not as involved in the sport as they once were.

Discussion surrounded the possibility of AORCom members being listed instead, as Commissioners are across most issues, including the basic details of the Classes. Detailed technical issues were felt to be rarely raised with the Off Road contacts, rather with persons within the local Off Road clubs and communities or CAMS.

Whilst this was felt to have some merit, it was AGREED that from 2006, the Off Road contacts would be removed from the manual, as the full details of AORCom may not be in place prior to publication of the manual.

Due to publication deadlines, the present list will be unable to be removed until the 2006 Manual of Motor Sport.

Action: CAMS

2.3.3 Hall of Fame

Recipients for the next phase are to be decided. It is Queensland's rotation for the automatic selection. AORCom may consider other candidates at its first meeting of 2005.

It was noted that from 2005, there would only be one appointment per year.

Action: RI/CA

2.3.4 Buggy Frames

The buggy and Class 4 and 8 frame regulations have been re-written and included in the 2005 CAMS Manual.

A final draft was tabled for perusal of the Commission. It was again re-iterated that it was not intended to make frames built under the existing regulations ineligible, rather to update the regulations to reflect changes in car design that had occurred over time. However, it is likely that some 'fine tuning' of the regulations may be necessary through 2005 as they are tested in a practical manner.

Notably, the new regulations concentrate on the crew 'safety cell' rather than the entire frame, as the variety of suspension systems was now such that it was difficult to provide a diagram that covered every concept.

It was requested that commissioners raise the awareness of the changes with off road panels, scrutineers and competitors. CAMS will write to clubs.

Action: CAMS/All

2.3.5 Class 5 Rules

Minute 6.5

Mr Rogers commented on the Class 5 rules. He noted that there are two potential ways forward – either to move toward a more production oriented set of rules, or maintain the existing situation in relation to the rules.

Mr Erceg tabled a discussion paper which had been worked on by members of the SA Off Road Advisory Panel, which suggested some possible means of altering the existing rules.

The fact that many cars had been modified in such a manner that would be difficult to 'undo' and as such the ability to change without rendering those cars eligible only for Class 4 was acknowledged. Conversely, the current philosophy makes Class 5 somewhat expensive and not the entry level Class, a role it could fulfil.

It was also noted that the rules do need to be reviewed so as to remove ambiguities and room for misinterpretation.

The SA paper will be floated for comment, perhaps via the offroadracing.com.au web site. (refer also to Appendix A of these minutes)

Notwithstanding, there are no changes envisaged for 2005.

Action: DR/BE/CAMS

2.3.6 Class 6

The rules for the new Class 6 (as posted on offroadracing.com.au) have now been finalised and included in the 2005 Manual of Motor Sport.

2.3.7 Prologue Seeding

The requirement for seeding of the Prologue in AORC events has now been in place for the 2004 AORC. It was noted that on some occasions the seeding had not been as accurate as

desired.

The Off Road Manager will write to organisers of 2005 events to ensure that the seeding concept is fully understood.

Action: CA

2.3.8 Single Event Drivers Licence

This was referred to the Board, however, it would seem that concerns of the Board's Audit and Finance Committee for the licence to cut into licence revenue meant that the proposal was not adopted.

A concern over the proliferation of licences was noted, however, a single event driver licence was felt to be a useful tool in attracting new drivers to the sport.

AORCom considered the reasons for this and will submit a revised proposal for the Board's consideration.

It was RESOLVED that this will consist of the following:

- limited to club & multi-club events
- holders will be issued with the condensed manual
- the price to be \$80 incl GST (instead of the previous \$60, meaning that the revenue will be recouped if more than 2 licences are taken out within a 12 month period)
- the holder must have undertaken an Off Road lecture (via Member Services)
- the holder is observed in prologue or a specific OLT activity for driving competence by the Stewards or State Council approved alternative.

The proposal will be referred to the Audit and Finance Committee.

Action:CA

3 AUSTRALIAN OFF ROAD CHAMPIONSHIP

3.1 Reconnaissance – Finke 2005

The Finke Desert Race had written to CAMS seeking a variation to Article 4.11 of the AORC Sporting Regulations in relation to the requirement for opportunity for reconnaissance to be undertaken within 48 hours of the start, in the competition vehicle.

In this event, due to its linear nature and the use of public roads, this was felt to be difficult to achieve, and was in any case unpopular, with few, if any, taking up the opportunity.

AORCom noted an increasing number of requests for dispensation from the rules, which it felt was undesirable. Nevertheless, it was felt that Finke had demonstrated a strong case.

OR 1008 *It was moved A Barnacoat/B Erceg that
Dispensation be granted to the Finke Desert Race in relation to the requirement of
Article 4.11 for reconnaissance to be able to be completed in the competition vehicle,
subject to the following being possible within 48 hours of the start:*

- *The whole course being available for reconnaissance in registered vehicles*
- *The prologue track being available for reconnaissance in competition vehicles.*

CARRIED 6 – 0 – 0

Whilst it is not envisaged that the full complement of officials be available on those days, it

would be appropriate for a level of event support be available to competitors completing reconnaissance on those days.

Action: CA

3.2 Starting Order for Second and Subsequent Sections

AORCom examined a recommendation from Mr Andy Clark (AORC Series Steward) in relation to the starting order of the second and subsequent sections, particularly for those who require seeding.

Some anomalies were identified that required addressing in order to achieve the appropriate outcome.

The first of these revolves around Article 4.12 of AORC Sporting Regulations which states that competitors who fail to finish a section may, upon application, be seeded. Such a competitor as, say Mark Burrows, would no doubt be seeded at position 11 or similar, and would start the next section (say Section 2) in that position. He might reasonably be expected, assuming a trouble-free run, to be one of the first competitors to complete this section, but in the progressive results for the event, he would be placed **behind** all those competitors who had completed all sections; ie at the rear end of the field.

There is also some doubt as to whether or not Article 4.12 adequately provides for a competitor who fails to finish a section being allowed to start a subsequent one. While such an inference could certainly be drawn, it is suggested that it would be better to have a rule which clearly spells it out.

Article 13.2 of AORC Sporting Regulations states, in several places, that the starting order for all sections other than Section 1 will be based on the **progressive** results of the sections thus far completed. Therefore, in the above example, Mark Burrows would be required to start Section 3 at a position very close to the rear of the field. There appears not to be a regulation addressing this.

OR 1009 *It was moved A Barnacoat / D Rogers that the AORC Sporting Regulations be amended as follows:*

- Article 4.12 be amended to read as follows:

“Failure to Finish a Section

“A competitor who fails to finish a section may start a subsequent section provided he is able to satisfy the Chief Scrutineer that his vehicle is in a safe and raceworthy condition; and will, should he make application within the prescribed timeframe, be seeded.

“Seeding will be effected using the same criteria as for a competitor who is seeded after failing to finish a prologue. No competitor will be seeded within the top ten outright positions.

“Such seedings are to be referred to the Stewards of the meeting for approval, and there is no right of protest or appeal against any decision with regard to seedings.”

- Article 13.2 be amended by deleting all references to the starting order.

- Article 4.2 be amended by the addition of the following paragraph:

“The starting order for Section 2 and all subsequent sections will be based on the finishing order for the preceding section, as varied by any seeding of competitors who failed to finish an earlier section.”

- That the opening sentence of Art 4.2 be amended to read:

*“Starting order **for the first section** will be determined by a prologue.”*

CARRIED 6 – 0 – 0

Action: CA

3.3 2005 Organisational Requirements

Mrs Emmins suggested that the organisational requirements for AORC events be updated and reintroduced.

The Off Road Manager noted that a revised version was completed and released to a number of organisers (post Mildura). However, it was agreed that for it to hold regulatory weight, AORCom would need to approve it.

The revised version will be forwarded to Mrs Emmins for comment and AORCom thereafter for final approval and formal implementation in 2005.

Action: ME

3.4 AORC Newsletter

Mrs Emmins felt there would be some benefit in reintroducing the AORC Newsletter. It was noted that some of the function of the newsletter had been performed by the off road web site, however, there were some other aspects that would be better if competitors were directly informed.

It was agreed that AORCom members &/or the Off Road who are present would write articles in relation to items of interest arising at each event.

Distribution of this was felt to be best by email, due to its efficiency, cost saving and the very high percentage of AORC competitors that now use email.

Action: All

3.5 Registration

Another consideration to be made was whether or not registration for the championship would be beneficial, with a view to having direct communication with AORC competitors.

Also potentially of merit would be the fact that those who are competing for the Championship would not have points taken away from them by those who are competing only in their local state event, dependent upon the point system agreed upon.

It was felt that a registration package which included the following items would be of use to AORC competitors:

- AORC newsletter
- Relevant CAMS Sporting and Technical Bulletins
- AORC Point Score
- CAMS Stickers
- Other CAMS information, including promotional material

Noting a later agenda item (5.8) relating to the administration of the *National* Off Road Number system, it was agreed that the issuance of an off road number should signify registration.

The reasons for a fee to be attached to the issuance of off road numbers, being an administrative cost, which currently no other part of the sport requires of CAMS, without a fee being attached.

It is envisaged that in practice, registration would be available to competitors up to the start of each event. CAMS would produce a list of those who are registered just prior to the event (ie. the number list) which is posted on the notice board by the organisers. Registration forms would be available for those who haven't yet registered which must be completed and handed in to the stewards prior to the start of prologue if a non-registered competitor wishes to score points in that event. Registration would then be affected for the AORC from that point onward, and points would not be scored retrospectively.

It was agreed this would be a yearly rather than bi-annual process as it currently is.

It was further noted that it would not be a requirement of the AORC for competitors to be registered to enter and be eligible for event awards.

OR 1010 *It was moved M Emmins / B Erceg that*

Registration for the Australian Off Road Championship, which will be triggered by the holding of a national off road number issued by CAMS, be made a requirement for scoring Australian Off Road Championship points in 2005 and that the fee for issuance of an off road number be \$35.00 including GST per annum.

CARRIED

Action: MZ/CA

3.6 AORC Class Champion Point Score

The AORC point score for the Class Champion relies on a comparison between points earned by those within classes.

For the past few years the champion has come from Class 7, which historically has had the least number of competitors. In effect, this has meant that the winner has had to beat less people to achieve a high points haul.

That said, AORCom was keen not to denigrate the efforts of the crews involved, because it is clear that they have consistently performed at all rounds of the Championship at a high level, thus gaining them the title.

AORCom considered whether it was now appropriate to factor in the level of competition in the class of the competitor, as well as the straight comparison with the other classes.

As the equation would be a complicated one, Mr Innes will run various different point score systems against recent results to see what affect that might have before AORCom makes a decision.

3.7 Evaluation of Bonus Points for Final Round

AORCom discussed the impact that the bonus points (x 1.5) had had in terms of competition and potentially entries for the final event.

It was felt that several competitors remained in with a chance of winning or substantially improving their position in the Championship as a result of the bonus points and it was felt that this had resulted in an improved entry in the Goondiwindi event in 2004 as compared to 2003. Notwithstanding, after calculating the points on the previous system, the results actually did not change.

It was AGREED that the bonus point system had been a success and that it should be continued in 2005.

4. OFF ROAD CODE

4.1 Class 6 Single Seaters

With the new Class 6 Regulations, the preamble indicates that they are to be allowed to run as a single seater:

"SR 6.1 PREAMBLE

These regulations are designed to prescribe a basic low-cost off road car which will allow competitors to participate in events up to and including State Championship level at relatively low cost. It is intended to allow older two-seater and single-seater cars as well as new vehicles to compete in a restricted format. Unless otherwise stated, all modifications are free."

However, the present Off Road Standing Regulations will prevent these cars competing in long course events:

"3.2 Crews.....In Long Course events, crews of all vehicles shall consist of at least two persons except in Class 9 vehicles, and also Class 4 vehicles fitted with only one seat, where only the driver is required."

AORCom agreed that single seat vehicles were to be permitted. Some discussion surrounded whether the cars should have a single seat fitted centrally, or whether it would be permitted to simply remove the second seat for a two seat vehicle. It was agreed that this aspect would not be defined at this stage, although the situation would be monitored in 2005.

OR 1011 *It was moved G Bailey / D Rogers that*

Article 3.2 of the Off Road Code be amended as follows:

"3.2 Crews.....In Long Course events, crews of all vehicles shall consist of at least two persons except in Class 9 vehicles, and also Class 4 and 6 vehicles fitted with only one seat, where only the driver is required."

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5. OFF ROAD CARS

5.1 Class 4 Engine/Transmission Layout

Mr Laurie Svenson had written to the Off Road Commission highlighting a potential anomaly in regard to the engine / transmission layout required under the Class 4 regulations.

He noted that AORCom removed similar provisions from the Class 8 SR's in 2003 because it is the innovative 4wd class that should not be stifled by restrictions and Class 4 has been touted as being the innovative and also comparatively free of restrictions, 2 wheel drive class.

Mr Svenson felt that the same freedoms should be granted to Class 4, given the other freedoms available in that class.

As such, it was recommended that in SR 4.4, the last sentence be removed and placed in SR4.10. By placing it in 4.10 the sentence reads.

“The choice of engine is free. In rear engined vehicles, the original engine gearbox/final drive configuration, in relation to the body , must be retained.”

The recommendation compels those who wish to race a Baja to keep within the spirit of the class yet allows those who are truly the other Class 4 cars the freedoms they should have.

AORCom considered the recommendation, and felt that it had merit. However, prior to implementing it, it was agreed that it would be forwarded to State Panels for comment.

Action: CA

5.2 Fire Extinguishers

Recently there has been a fire which highlighted the need for significant amount of extinguishant to put out some fires. AORCom members were all aware of many car fires, which although not life threatening, had resulted in significant damage to cars and cost to competitors.

This is especially so as the cars are likely to be well away from the pits or any intervention vehicle equipped with large volume fire extinguishers. In all likelihood a fire will need to be put out by the crew in combination with a following vehicle.

It was suggested that the present requirement for 900g is likely to be inadequate in many - if not most – fire situations.

The Off Road requirement for 900g of extinguishant is also less than that required for rallying which has similar issues in terms of remoteness from fire fighting equipment. AORCom discussed the capacity and agreed that 1.8kg, being the capacity of two standard capacity dry powder

extinguishers, was appropriate.

AORCom was advised that the AS 1846 and AS 1848 standards are now obsolete.

OR 1012 *It was moved A Barnacoat / D Rogers that*

GR 11 be amended as follows:

“GR 11 FIRE EXTINGUISHER/S

*Each vehicle must be equipped with a **one or more hand held** fire extinguisher/s complying with ~~AS 1841, or AS 1846 or AS 1848~~ a **standard listed in Schedule H, with a combined capacity** of at least **1.8kg** ~~900g capacity~~.*

A plumbed in system homologated by the FIA may be fitted in addition to the above.

~~Note that~~ The use of BCF extinguishers is ~~now~~ prohibited.”

CARRIED 5 – 1 – 0

Action: CA

5.3 Fuel Cut Off

SA Off Road Advisory Panel (SAORAP) is proposing that all off-road vehicles be fitted with fuel pump cut offs in line with Peter Lawrence's article in the last CAMS Magazine.

AORCom discussed the use of the part and agreed that it would be a desirable feature.

The fitment of same will be floated to state panels in 2005, with a view to adoption in 2006, however, it was recommended that such a system be fitted to cars in the meantime.

Action: CA

5.4 Battery Isolation Switch

SAORAP is also proposing that a battery isolation switch be fitted to all off-road vehicles.

This is a standard requirement in circuit racing, and AORCom agreed that it was a desirable fitment, particularly for those who are faced with the situation of having to turn off a car in an emergency that they are not familiar with.

The SA Panel has suggested that the switch have the following characteristics:

- be fitted to the 'centre third' of the dash
- the operation switch be red in colour and be clearly labelled as to method of operation
- to be accessible from outside the vehicle
- is to isolate all electrical circuits and stop the engine.

Refer also to Schedule C of the CAMS Manual of Motor Sport, which details the requirement for circuit racing.

The fitment of the switch will be floated to state panels in 2005, with a view to adoption in 2006, however, it was recommended that such a system be fitted to cars in the meantime.

5.5 Spark Arrestors

Mr Williams advised that some organisers had been requiring that spark arrestors be fitted to cars in their events, apparently with a view to preventing hot materials from exiting the exhaust and starting fires. Unfortunately there is presently no CAMS definition of what would constitute such a device.

Some concern over the types of solutions that were being arrived at was raised, as was the potential for some of these to affect engine performance and longevity. Engine re-tuning may be required in some cases, which could not be done at events.

Mr Williams had taken the step of purchasing a copy of the Australian Standard relating to spark arrestors. The standard specifies materials (such as screens made of stainless steel to AS 1449/304L or AS 1449/316L) and other design requirements.

It was noted that some other standards are used, such as the USDA Forest Service and mufflers of certain designs incorporating discs diffusing exhaust gases (eg. Supertrapp), which are presently in use on a number of cars comply with these requirements.

For turbocharged vehicles where all exhaust gases pass through the turbo, these are considered to comply with the standard.

OR 1013 *It was moved D Rogers / B Erceg that*

If organisers include in their supplementary regulations the requirement for a spark arrestor, then such spark arrestor shall be required to comply with either AS1019 – 1970 or alternatively hold USDA Fire Service Approval.

CARRIED 6 – 0 – 0

It is the responsibility of organisers to ensure this is communicated to competitors, and then enforced.

Action: CA

5.6 Log Books

Mrs Emmins raised the suggestion that all vehicle Log Books should be held by the Chief Scrutineer at all off road events until the vehicle has completed competition.

It has proved difficult for the Technical Commissioner or Chief Scrutineer to note issues once the log book has been returned to the competitor, meaning that vehicles may go from one event to another with a pre-existing issue unresolved, and not be brought to the attention of the scrutineers of the next event.

This system has been successfully in place in Victoria for some time now and had resulted in information being collected and entered into log books which may not otherwise have occurred.

The procedure for collection is that they be kept in a central location convenient to competitors under the control of the Chief Scrutineer, who should have communications to HQ, so as to not unduly inconvenience competitors.

OR 1014 *It was moved M Emmins / B Erceg that Article 4.3 of the Off Road Standing Regulations be amended to read as follows:*

*“..... each event (see Schedule L, Article 1). **Vehicle Log Books shall be held by the Chief Scrutineer until the completion of the vehicle’s competition.**”*

CARRIED 5 – 1 – 0

Action: CA

5.7 Nerf Bars

It was noted that there had been an incident at the Griffith event whereby a competitor had been found to be riding on a nerf bar in contravention of the supplementary regulations submitted to CAMS by the organisers. This practice is deemed unsafe.

Whilst it may not have been evident to those at the event due to the timing of the hearing, the driver involved was excluded from the results. In terms of penalties, exclusion is one of the higher penalties available to the Stewards to impose.

It is quite clear that regardless of whether or not the rule is written into the supplementary regulations, NCR 183 (x) provides the opportunity for the organisers to take action against competitors who are endangering themselves or others.

Competitors are reminded that safety is paramount, and that judicial action may be taken (indeed, is encouraged) where the safety of spectators, officials, competitors or others is compromised through the actions of a competitor or other person.

5.8 National Off Road Number Renewals, 2005

Refer also to 3.5.

The National Off Road Numbers are due for renewal in 2005.

Servicing the renewal and maintenance of the Off Road Number system is time consuming for CAMS staff, and is currently not a service being specifically paid for by competitors, at a time when Off Road as a discipline still does not run at break even or better. It is also the only discipline of the sport where this service is offered.

While it is not necessarily expected that Off Road as a non-commercial activity will be as profitable as some other disciplines, it does have a responsibility to do as well as it can financially.

There are a significant number of Off Road Numbers (approx 450) accounted for, and many

competitors maintain a number even if they are not presently competing. Further, the system is a national one and many state and club level *only* competitors hold numbers

The competitors who presently hold numbers are given priority for a time to renew their existing number. This is a reasonable provision for those who continue to compete, however, it is felt that without some financial disincentive, a large amount of numbers will remain reserved and on cars not currently competing. This is a problem in the more popular classes where 4 digit numbers have become the norm.

Action: CAMS

6. GENERAL BUSINESS

6.1 Licence Maintenance

AORCom considered the merits or otherwise of adopting the maintenance requirements recommended by ARCom for rally licences.

The Board considered the following recommendation from the Member Services & Development Manager in relation to the requirement to undertake an OLT – in effect, the time which can elapse prior to requiring an OLT to be undertaken again.

ARCom recommended 10 years as it felt that as a single car event, skills do not drop off significantly for experienced drivers.

The Board has not accepted this recommendation at this time and instead has sought to see whether further alignment between the disciplines is feasible.

AORCom recalled their previous recommendation which was referred to the CLWG:

“The CAMS Licensing Working Group consider the amending Article 10 of the Licences section of the CAMS manual as follows:

“Compete in at least one Off Road event during the previous **four** years. Pass book to be signed by senior official”

It was AGREED that this remains the preferred position of AORCom for Off Road competition.

Action: CA

6.2 Time Out Cards

Mr Innes noted that there was a requirement for the use of time out cards in a number of events, but he had received feedback that these card are of different formats.

With an increase in the number of competitors doing the series, and the potential for controversy if these are not correctly completed, Mr Innes felt that there was some merit in standardising the format of such cards.

Mr Innes will review the cards and make a recommendation, perhaps for inclusion in the Organisational Requirements document.

Action: RI

6.3 Emergency Procedure

Mr Innes raised the issue of the lack of an emergency procedure in off road competition.

Mr Innes was concerned that with no formal procedure, some cars (say in the case of a rollover where the car came to rest back on its wheels, but with the crew unconscious, would potentially go unattended to. He suggested that in this age of risk management, something similar to the rally system should be adopted

Following is the extract from the National Rally Code and the specifications of the sign.

"8.2 Stationary vehicles on the course:

In the event of a car stopping in a special stage a warning triangle must be displayed in a conspicuous position at least 50 metres behind the car.

In the event of an accident where no injuries are sustained that require immediate medical attention the OK sign must be clearly displayed to at least the three following cars.

Both the warning triangle and the OK sign must be left on display for the whole length of the period that the car is stopped on the course regardless of whether or not the crew remain with the car.

Failure to display either or both these signs as appropriate may result in disciplinary action being taken."

Schedule R:

"12. All cars are to carry at least one "OK/Green Cross" sign. The back cover of the route instructions may be printed on one side with "OK" and a green cross on the other side, and printed on card (min. 130gsm). This must be at least A4 size. As an alternative, organisers or crews may supply their own rigid signs providing that the area of the mounting sheet is at least 630cm² and the letters and symbols are clearly discernable and fit for purpose. Such signs may be mounted on to rectangular or triangular self supporting brackets."

Changes to some aspects may be necessary to address for off road competition, such as the display of the sign to the next three competitors. In a multiple lap off road event, where competitors won't necessarily know who is in front, perhaps the sign should continue to be displayed whilst the car is stationary (or changed from the green cross to OK after the incident has been resolved).

Some comment was made on the possibility of competitors not displaying signs. Given that

ultimately this was in the interests of their own safety and that of other competitors, it was hoped that competitors would comply, however, where they do not, it would be necessary for organisers to charge competitors for not displaying appropriate signs.

It was agreed that this was only necessary in Long Course events, due to the better visual observation of short course events.

OR 1015 *It was moved R Innes / B Erceg that*

An Off Road emergency procedure be developed and adopted for implementation in Long Course Off Road Events at the earliest opportunity.

CARRIED 5 – 1 – 0

Action: RI/CA

7. Close

7.1 Date of Next Meeting

To be advised.

APPENDIX A

Last year there were several discussions at SA Off Road Panel as a result of comments from competitors wanting to know if anything was to be done with the current Class 5 Specific Regulations, in fact a draft set of Regulations was forwarded through AORCom, so it was not something limited to SA. With this in mind we asked the competitors, through the clubs, to forward their recommendations and we formed a working party to assess and collate the submissions and report back to ORP. When there was only one official submission forwarded there was a thought that there was no problem, but still the questions came, including a letter on the web suggesting that class 5 should be split in two different engine capacities, separating the big dollar cars from the budget competitors but this is not going to solve the current problems with class 5, indeed it could make it worse. Those who have got the money could soon extract lots of horsepower out of a small capacity 4 cylinder engine and place it into a lightweight car, which would be more than able to keep up with a high cost V8's and turbo's. After a lengthy discussion at a panel meeting highlighting a couple of regulations in particular, SAORP suggested we review the current regulations to try and clarify some of the cloudy area's and report back to them.

Class 5 should be viewed as a cheap entry level to the sport of Off Road Racing, but as the current rules stand they are open to different interpretation depending on who reads them, resulting in some very expensive, hi-tech and some times questionable class 5 vehicles out there. This is deterring some newcomers to our sport thinking they have to spend fist fulls of money to compete when in fact class 5 can and should be reasonably cheap.

To make Class 5 more appealing to any competitor, new or existing, would require limiting some of the modifications currently allowed to Class 5 vehicles and rewriting the current Class 5 specific regulations to remove any of the "grey areas". With the soaring costs involved with buggies, and the fun factor (some may disagree) and camaraderie of Class 5, keeping it simple equals to keeping it cheap and more attractive to the budget racer and newcomers to the sport of Off Road Racing.

Below are the current Class 5 Specific Regulations from the 2004 Cams Manual with some highlighted proposed changes as an idea on how Class 5 Specific Regulations could be changed and clarified. Please note that these proposals are not the be all and end all, unless there is a majority agreement, any changes would not be accepted by CAMS. Neither are these proposals necessarily the views of the SAORP, but they have been put forward to

promote discussion and hopefully come up with a workable set of regulations acceptable to everyone. Obviously some cars currently competing may not comply with these proposals, this was not done on purpose, some eligibility issues are bound to arise if any changes are made, these are just our proposals.

There is no reason that current Class 5 competition vehicles can't continue to compete in class 5. Any rule changes made by CAMS could come into effect in 2006 for instance, with all cars Log Booked prior to 2005 exempt initially, with a phase out period during which earlier cars would have to be modified to comply with the new rules. This precedence has been set with the introduction of seamless tubing that only affected vehicles Log Booked after 2004. In this way, only the extreme modified cars will be affected at the discretion of the scrutineers, as is the case now. With the limited life of Class 5 vehicles, eventually all cars will have to be built to the latest rules.

SR 5.1 ELIGIBILITY DEFINITION

A two-wheel drive automobile as defined in GR 1 with provision for at least two crew members which is derived from a Series Production type being either:

an automobile recognised by the FIA in Group A or B, and/or recognised by CAMS;

or

a commercially manufactured Utility-type truck, pick-up or station wagon up to 1.5 tonnes rated load capacity, recognised by CAMS

and which complies with GR 2-23 and 25-29 and, if required for a specific event, one or more of GR 31-36.

NOTE: Special attention should be paid to GR 9 (chassis), GR 12 (head restraints), GR 16 (collapsible steering columns) and GR 18 (roll over protection).

All modifications are allowed except for those prohibited in the following regulations.

SR 5.2 COACHWORK

(i) The original silhouette of the coachwork of the vehicle, when viewed from the side, must be retained and may not be changed from the vehicle from which it is derived, except as specifically permitted below:

(a) the bodyshell (see Definitions, Section 6) must be unchanged in material;

(b) bumper bars and external decoration may be removed. The body must present a neat and professional appearance:

(c) coachwork beneath the bumper bar mountings may be removed between those mountings and the centre of the corresponding wheel:

(d) a bulbar / brushguard not exceeding the width (at the front) of the bodywork may be fitted:

(e) front and rear stone trays may be removed:

(f) the radiator grille must remain unchanged in shape and must remain in its original location:

(g) the fitting of equipment and/or ancillary mechanical components in the cargo compartments of utility/pickup-type vehicles is permitted, provided that this does not alter the silhouette outside the area bounded by the rear of the cabin, the top of the side panels of the rear cargo area, and a straight line drawn from the top of the tailgate to the rear of the roof:

(h) the maximum permitted variation of the wheelbase from the manufacturer's specification is plus or minus 3%:

(i) external non-stressed panels, eg, mudguards, bonnet, bootlid and tailgates may be replaced by panels of free construction. The tailgate may be removed. It is permitted to remove material from the engine cover to facilitate the fitment of larger air cleaners, provided always that the shape of the panel is clearly identifiable. This freedom does not allow the addition of any material to the panel:

l) external non-stressed panels, eg, mudguards, bonnet, bootlid and tailgates may be replaced by panels of free construction. Utility tailgates may be removed. It is permitted to remove material from the underside of the

engine cover providing the external skin remains unchanged.

(j) two independent methods of retaining the bonnet are required eg, bonnet pins or straps, together with the original fixing:

J) Hinged bonnets must have minimum two pins, straps or fasteners together with the original fixing. Unhinged bonnets must have a minimum of four pins, straps or fasteners (one in each corner of the bonnet)

(k) all interior trim, including the dashboard, is free.

(l) roof vents may be fitted, but they must be in the forward one-third of the roof, with their opens side facing forward, and their vertical opening not greater than 10 cm.

(ii) Complete wheels, (see Definitions, Section 6) must be covered by mudguards, or flares firmly attached to the mudguard, for at least one third of the circumference of the wheel (over the full width of the assembly).

(iii) Windscreens may be either removed, or replaced with one of the following:

- (a) aero type windscreen of Perspex, Lexan, polycarbonate etc:
- (b) shatterproof, toughened, or laminated glass screen.

(iv) The front doors are required to comply with the following:

(a) the original front door frames are required to be retained, except that the portion of the door above the lower level of the window aperture may be removed:

(b) the door frame is required to be unchanged in the areas not covered by the original door trim:

(c) the removal of all window regulator mechanisms is permitted:

(d) the original front door hinges and catches are required to be retained:

(e) any internal anti-theft locks are required to be rendered inoperative:

(f) the door trim, if removed, is required to be replaced by flush-fitting rigid material,
and

(g) if the door is modified from the original, other than as provided for in sub-regulation (f) above, door bars are required to be incorporated into the roll over protection. (See article 3.2.5.2 of Schedule J.)

4) The front doors are required to comply with the following-

a) The original front door frames are required to be retained, except that the portion of the door above the lower level of the window aperture may be removed.

b) The removal of all the window regulator mechanisms is permitted.

c) The original front door hinges and catches are required to be retained and doors to be operational.

d) Any internal anti-theft locks are required to be rendered inoperative.

e) The door trim if removed, is required to be replaced by a flush fitting rigid material.

f) Removal of any other material from the front doors is prohibited.

SR 5.3 CHASSIS

(i) The original chassis and/or monocoque, including any sub-frames, must be retained in its original location: and must remain unchanged in dimensions, plan view and silhouette. Engine and transmission mounts and crossmembers may be removed, relocated or refurbished.

(ii) Any brackets and mounts rendered surplus by authorised modifications may be removed. It is permissible to remove the minimum amount of material necessary to allow the fitment of approved wheels, tyres and suspension components.

(iii) Material may be added for any purpose.

1) The original chassis and/or monocoque, including any sub-frames, must be retained in its original location: and must remain unchanged in dimensions, plan view and silhouette. Bolted engine and transmission mounts and crossmembers may be removed, relocated or refurbished.

2) Removable (bolted) engine and transmission mounts and any brackets and mounts rendered surplus by authorised modifications may be removed. It is permissible to remove the minimum amount of material necessary to allow the fitment of approved wheels, tyres, springs and shockers. Chassis and or monocoque must remain unchanged in design, plan view and silhouette.

3) Macpherson Strut body shell mounting facilities must be retained and used, but they may be strengthened.

4) Material may be added for any purpose.

SR 5.4 ROLLOVER PROTECTION

A roll cage, of at least of Type 3, must be fitted to all vehicles save that in the case of vehicles registered for use on the road, and which are fitted with a steel roof of factory origin, the diagonal brace may be omitted. Fibreglass or plastic bodied vehicles must incorporate roof plates as specified at GR13 (Open Cars).

SR 5.5 ENGINE / TRANSMISSION

The type and location of engine is free provided that it is located in the same general area as envisaged by the manufacturer of the body. Engines mounted in front or rear may intrude into the space originally intended for passengers, save that no part of the cylinder block may extend across a line drawn at right angles to the longitudinal axis of the car, at a point halfway between the front and rear wheel hub centers. The original engine/gearbox/final drive configuration, in relation to the body, must be retained. Drive train components are free. Engine covers inside the car must be of the same material as the firewall, and may be attached to the firewall by any method deemed safe by the event chief scrutineer. Drive shafts must be contained in such a way that they cannot enter the cabin area in case of breakage.

- a) The original engine / gear box / final drive configuration in relation to the body must be retained.
- b) Engines in the front or rear may not intrude into the space originally intended for passengers. The firewall may not be modified to allow the relocation of the engine into the passenger compartment.
- c) Drive train components are free.
- d) Drive shafts must be contained in such a way that they cannot enter cabin area in case of breakage.

SR 5.6 ELECTRICAL

In addition to GR 24, 25 and 26, tail lamps and stop lamps must be fitted and operational, and must be as near to original as possible. A dust lamp must be fitted. The original headlamp positions must be retained and the lamps must be operable.

In addition to GR 24, 25, 26 tail light assemblies must be fitted and stop lamps must be operational and must be as near to original as possible. The original headlamp positions must be retained and the lamps must be operable.

SR 5.7 FUELTANK

Additional or replacement fuel tanks of free and safe design may be fitted and must be vented to the outside of the vehicle. If the design of the vehicle makes the fitment of a fuel tank outside the habitable impracticable eg, Ford Laser, Mazda RX7, it is permitted to fit the tank in that compartment provided the filling orifice and breather are outside that compartment, regardless of vehicle construction. The fuel tank must be separated from the occupants by a separate fire and liquid proof bulkhead.

SR 5.8 BRAKING SYSTEM

Brakes and braking systems are free save that all vehicles must be fitted with a dual circuit braking system arranged so that in the event of a leakage at any point in the system, the pedal shall still control two wheels on the same axle.

SR 5.9 SUSPENSION

1) The suspension components are free but the original design type of suspension must be retained (ie

Macpherson Strut, upper and lower arm, Torsion bar, semi elliptec leaf).

- 2) The original suspension mounts must be used.
- 3) Macpherson Strut top mounts are free, provided they utilize the standard body shell mounting facilities.
- 4) Front and rear track dimensions may be increased by a maximum of 150mm, measured at the wheel mounting flange.

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