



# AUSTRALIAN OFF ROAD COMMISSION

Minutes of the Meeting held at CAMS National Office  
March 1<sup>st</sup> 2008

Present: John Paterson (Chairman), Ben Erceg (Deputy Chairman), Marilyn Emmins, Daniel Rogers, Bruce Waldron, Sue Zettl, Russell Innes, Robert Piper (CAMS Board Member), Campbell Andrea (CAMS Manager Off Road/Secretary), Janah McLean (Minute Secretary).

Visitors: Morrie Williams (Technical Commissioner), Andy Clark (2007 AORC Series Steward), Peter Bready (0930 hrs until 1200hrs), Murray Rogers, Andrew Wylie, Jeff Cripps.

Apologies: Nil

Meeting start: 9.50am

## 1. OPENING

John Paterson thanked the members of the Australian Off Road Commission for their attendance, and welcomed observers to the meeting.

### 1.1 Additional Agenda Items

The following were accepted as additional agenda items:

- Buggy Side Opening/Side Intrusion Survey

The agenda was approved.

## 2. MINUTES OF THE PREVIOUS MEETING

### 2.1 Approval for the previous minutes

OR1071 It was moved by M Emmins/ B Erceg that:

The Minutes of last meeting held August 18<sup>th</sup> and 19<sup>th</sup> 2007 be accepted as a true and correct record of the meeting.

*CARRIED*

## **2.2 Decisions made between meetings:**

Nil.

## **3. REPORTS**

### **3.1 Board Members Report**

Mr Piper provided the Commission with a report. He noted that the CAMS Organisational Review was in the process of being finalised and advised that there would be very positive outcomes for all CAMS members would be evident.

### **3.2 State Delegate Reports**

#### **QLD**

Mr Innes provided a report to the commission. No major issues to report. Competitor numbers had increased in the second half of 2007 with many 4 wheel drive enthusiasts moving into off road racing. A nine round driver series will be conducted in 2008.

#### **NSW**

Mrs Zettl reported a consistent number of competitors for 2008, also with an increasing number of 4 wheel drive enthusiasts moving into off road racing. The NSW Off Road Panel is larger than in past years with fourteen panel members however, things have run smoothly and positively to date.

#### **VIC**

Mrs Emmins reported a drop in participant numbers throughout most Victorian events in 2007. 2008 will see a 4 round State Championship, 8 round Multi club Championship as well as the state hosting 2 AORC rounds.

#### **TAS**

Mr Wylie reported that off road racing had picked up in 2007. Tasmania will run a 4 round championship in 2008, dropping back from 6 in 2007. The Tasmanian Off Road Advisory Panel is encouraging families to be involved in Off Road racing for 2008 and have also invited quad events to join in on their events in order to boost spectator numbers.

#### **SA**

Mr Waldron reported that their panel was working well however, there had been a lack of reporting from panels back to clubs. For 2008 SA will run a 6 round State club series. Consistently good competitor numbers had been evident in 2007 and with many cars being sold and upgraded 2008 it looks to be another positive year ahead. The SA panel is continuing work on ambulances for state rounds and things look positive. A concern for most was a lack of younger officials and event organisers rising through the ranks.

Further to Mr Waldron's comments Mr Innes advised that communication between state panels and AORCom had been less than desirable for some time. AORCom AGREED that Commissioners are to make a brief summary and circulate to AORCom post state meetings. Mr Paterson to write to State Managers and State Panel Chairman about the delay in minutes being published on to websites and request that State Panel Chairs send minutes to offroadracing.com for publication. M Rogers advised that he is happy to publish what is sent through on his website.

ACTION

JP

### **3.3 Finance Report**

The Off Road Manager presented the finance report.

AORCom expressed frustration that a previous recommendation to the Audit and Finance Committee was not responded to.

### **3.4 Officials Report**

Mrs Emmins gave a report. It was noted by the commission that clubs were having trouble filling extra roles of compliance checkers; however, streamlining of compliance and event checker roles was currently underway. Mrs Emmins advised that there was a need to communicate with members and advise them that progress is being made and good news on its way.

It was noted that there had been some instances of missing licenses reported as well as some grading problems – both of which are being looked at by CAMS.

The Minutes from the last National Officiating Committee meeting were circulated to AORCom.

### **3.5 Technical Commissioner Report**

Mr Williams provided the commission with a report and advised that 2007 had been a reasonably routine season. Fuel testing continued however there had been no problems. It was evident that at AORC and State level car quality is improving however head rest heights continue to be an issue requiring monitoring.

Another notable concern was that competitors are not reading the CAMS manual or now that various elements of the rules are in Section 6, only reading the off road section.

Further to AORCom's discussion at the August meeting there had been little feedback on side openings however, competitors were beginning to realise the dangers in a design of this type. Commissioners are to be reissued with survey forms and gain panel co-operation and feedback. Forms are to be returned before June 30<sup>th</sup> 2008. AORCom are to make a recommendation on requirements for new cars being built at a later date.

The Chairman Confirmed that Mr Williams had been reappointed as Technical Commissioner in 2008.

### **3.6 Series Steward Report**

Mr Clark reported on the 2007 Australian Off Road Championship. There were no major problems to report and fewer charges than had been made in 2006.

The commission noted a number of issues that had arisen during the 2007 season.

Mr Clark thanked the Mr Paterson, the Commission and Mr Andrea for their support during his time as Series Steward of the Australian Off Road Championship.

## **4 MATTERS ARISING FROM PREVIOUS MINUTES**

### **4.1 Future Standard of Apparel**

A recommendation was presented to AORCom from the CAMS Board for comment.

It was noted that the paper did not include an equivalent to the existing requirements for off road. To adopt the 'class 3' apparel as listed would mean not only a suit of a particular standard (which it was recognized most would now meet) but also underwear and a balaclava. This potentially represented a significant cost impost on the sport.

It was RESOLVED that it be recommended to the Board of CAMS that an additional 'Class of Apparel' be added as follows and upon approval of the Board, that it be adopted for the discipline of Off Road from 1 January 2010.

Class of Apparel:	Description
3	Each occupant shall wear a one piece driving suit to the SFI 3.2a/1 standard or other standard as may be approved by CAMS. Footwear shall cover the ankle and be either full leather upper and lace-up style or labelled as ISO 6940 compliant. Each crew member shall wear a balaclava to FIA 8856/2000 or SFI 3.3 standard except any crew member who is wearing a helmet that meets Snell SA95, 2000 and 2005; SFI Spec 31.1, 31.2, 31.1A and 32.2A; BS 6658-85 Type A and A/FR; or FIA 8860-2004 standards where the use of such a balaclava is optional.

It was deemed appropriate that those crew members who are wearing a helmet to a motor sport specific standard, which necessarily incorporates a fire retardant lining, should not be required to also wear a balaclava.

It was felt this level of apparel could have applications in other disciplines of motor sport.

### **4.2 Fred Severin Scrutiny Form**

CAMS are to issue the form to State Panels and event organisers for immediate adoption. The form will also be updated on the CAMS Manual web site.

### **4.3 Noise Testing**

Mr Paterson invited Mr Bready to speak to AORCom regarding the regulation of noise testing and the requirements that are currently in place in order to comply with the NCR.

It was deemed that the present regulation allowed for an ineligible car to continue in competition for more than one event which was not in accord with the NCR.

It was agreed that this should be resolved and that where a car is over the noise limit by what is deemed a minor amount, that it should be logged that the provisions of NCR 158 regarding minor ineligibility could apply for one meeting.

Experiments in the latter part of 2007 indicated that the drive by test remained the most appropriate means of noise testing in off road as opposed to static testing.

OR1072      It was moved by B Erceg /B Waldron that:

In order to ensure the testing procedures used at off road events comply with the National Competition Rules, Article 4.5 be amended as follows:

**4.5 Noise:**

- (i) Cars may be required to be subjected to a noise emission test prior to starting in any event or at any time during the competition. The maximum noise emission permitted from any vehicle is 95dB(A).
- (ii) All noise testing is to be carried out with a noise meter approved by AORCom. The test position must be not less than 30 meters from the edge of the defined track when measured at an angle of 90° to the line of the track.
- ~~(iii) Testing shall be carried out during the prologue and/or the first Section, normally at a point on the track where cars are under maximum acceleration. Entrants of cars found to exceed 95dB(A) will be notified of this.~~
- ~~(iv) Cars will be tested again during competition. The place of such testing may not be the same as the first test.~~
- ~~(v) The Log Books of cars found to exceed 95dB(A) for the second time at any event will be endorsed with the recorded noise levels, as well as the requirement to not exceed 95dB(A) at the next event. The same process will be repeated at the next event and/or next event in the relevant series.~~
- ~~(vi) The crew of any vehicle which does not meet the required limit at three consecutive events shall be shown the black flag and will not be permitted to compete until such time as the Chief Scrutineer (or AORC Technical Commissioner) is satisfied that the noise emitted from the vehicle has been reduced to within the permitted range.~~
- ~~(vii) Any subsequent reading over 95dB(A) within two years shall result in the immediate exclusion of that crew from that event.~~

CARRIED

5/1/0

Some discussion relating to the need for noise testing in off road was entered into. It was noted that community, EPA and OH&S standards need to be observed and that off road was at times getting closer to towns and residential areas in some cases.

Notwithstanding, it was agreed that a letter will be presented to the CAMS board on behalf of the off road community to request a dispensation for the compliancy of noise restrictions.

**4.4 Buggy Side Opening/Side Intrusion Survey**

Refer Technical Commissioner Report. Survey forms are to be returned before June 30<sup>th</sup> 2008.

## 5 AUSTRALIAN OFF ROAD CHAMPIONSHIP

### 5.1 AORC Sporting Regulations

OR1073 It was Moved (B Erceg/M Emmins) that:

The 2008 Australian Off Road Championship Sporting Regulations be approved.

CARRIED

AORCom also AGREED that the 2009 AORC Sporting Regulations be considered at the next face to face meeting in August.

### 5.2 Tri Series

OR1074 It was moved (B Erceg/ M Emmins) that:

*The Tri-Series is a series run as part of the AORC and shall consist of the following:*

*(i) For a crew to be eligible, the driver must not have finished in the top 15 outright and must not have won a class in the previous year's AORC.*

*(ii) A maximum of three (3) rounds will count towards the point score for each eligible crew member.*

*(iii) The driver may choose to compete in any three rounds of the Championship.*

*(iv) The rounds in which crews will score points must be nominated prior to the close of entries of the first event in which the crew wishes to compete. The crew may compete in more than three rounds of the AORC, but points towards the Tri-Series will only be scored in these three nominated events. A list of nominated rounds for each crew shall be published.*

*(v) The nominated rounds of the Championship may be changed. The latest time to do so is prior to the commencement of the Prologue of a nominated event. If a change is to occur at an event the Stewards must be advised, or if remote from an event, the competitor must advise the CAMS Off Road Department. The competitor will need to complete another Tri-Series round nomination form.*

*(v) The Tri-Series shall have an 'Outright' and 'Class' winner, with points scored in the same manner outlined in Article 13.3.*

*(vi) A trophy will be awarded to each member of the winning crew member/s.*

CARRIED

### 5.3 Trophy Karts

Mr Paterson gave the commission an update on the progress of introducing the Trophy Kart class.

An engineers report has been completed and is being forwarded to CAMS and subsequent consideration by AORCom.

It was noted that vehicle specifications need to be published in consultation with Laurie Svenson.

ACTION:

RI

#### 5.4 AORC Event Evaluation

It was AGREED that individual rounds of the 2008 AORC will be evaluated by Mr Graham Humphreys in consultation with Mr Paterson and AORC Series Steward Mrs J Humphreys.

### 6. OFF ROAD STANDING REGULATIONS

No items at time of publication.

### 7. OFF ROAD VEHICLES

#### 7.1 Technical Inspections of Vehicles in Construction

A recommendation was put forward to AORCom by Mr G Mickle to introduce authorised inspectors to scrutinize off road vehicles as they are being built.

It was advised that such a person is already available to undertake this task.

Mrs Zettl and Mr J Cripps (NSW Off Road Panel Chairman) to meet with Mr Mickle to discuss and relay AORCom comments.

ACTION:

SZ

#### 7.2 Forward Facing Headlights

AORCom discussed the use of forward facing headlights in dusty and unique conditions.

OR1075 It was moved (B Waldron/ M Emmins) that:

*Effective from July 1st 2008 each vehicle must have a minimum of two white, minimum 50 watt (or equivalent LED), forward facing and operational headlights fitted.*

And that:

*The Clerk of Course may request that headlights be switched on at the event crew briefing or via event supplementary or further regulations.*

An amendment to the motion was moved (D Rogers/B Erceg) that:

*Effective from July 1st 2008 every vehicle must have a minimum of two white, minimum 50 watt (or equivalent LED), forward facing headlights fitted and operational at all times whilst competing at an off road event.*

The amendment to the motion was lost.

The original motion was *CARRIED* 5/1/0

ACTION:

CA/JM

### 7.3 Engine location Extreme 2WD

AORCom discussed engine locations in Extreme 2WD vehicles. It was AGREED that engines could be mounted at the rear or front as long as it complies with the existing regulations.

Mr Waldron is to look at the regulations relating to scattershield rules.

ACTION

BW

### 7.4 Allowable Engine Capacities – Diesel Engines

Following the floating of the concept, it was agreed that diesel engine capacities should be amended to reflect those which are now commonly available in production 4WD vehicles on the Australian market.

OR 1076 It was moved (D Rogers/M Emmins) that:

Effective as of January 1<sup>st</sup> 2008 Article 4.2 of the Off Road Standing Regulations be amended as follows:

#### **4.2 Vehicle classes:**

(i) Vehicles will be classified as follows:

Pro Buggy	Buggies with engines over 1650cc and not exceeding 6000cc <b><u>for petrol engines or 7200cc for diesel engines</u></b>
Pro-Lite Buggy	Buggies with engines up to 3500cc, naturally aspirated
Super 1650 Buggy	Buggies with engines between 1330cc and 1650cc
Sportsman Buggy	Buggies with engines not exceeding 1330cc
Clubman Buggy -	Buggies with restricted engines not exceeding 1650cc (State level and below)
Performance 2WD	Modified 2WD with engines not exceeding 6000cc <b><u>for petrol engines or 7200cc for diesel engines</u></b>
Extreme 2WD	Highly-modified 2WD with engines not exceeding 6000cc <b><u>for petrol engines or 7200cc for diesel engines</u></b>
Production 4WD	Production 4WD with engines not exceeding 6000cc <b><u>for petrol engines or 7200cc for diesel engines</u></b>
Extreme 4WD	Highly-modified 4WD with engines not exceeding 6000cc <b><u>for petrol engines or 7200cc for diesel engines</u></b>

General Requirements for Off Road Vehicles - add new GR28 to read:

**“GR28 Diesel Engines:** The effective engine capacity of a supercharged diesel engine will be calculated as the product of the swept volume multiplied by a factor of 1.36.”

Renumber the following GRs as appropriate.

Amend the Off Road Specific Requirements as follows:

**SR 1.2 PRO BUGGY Buggies with engines between 1650cc and not exceeding 6000cc.**

**ELIGIBILITY/DEFINITION**

A one- or two-seat, two-wheel drive automobile, as defined in GR1.

Engine capacity shall be over 1650cc and not exceeding 6000cc **for petrol engines or 7200cc for diesel engines**, inclusive of any turbo/supercharging, rotary and/or diesel correction factors.

**SR 2.1 PERFORMANCE 2WD Modified 2WD with engines not exceeding 6000cc for petrol engines or 7200cc for diesel engines.**

**SR 2.1.5 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, subject to it being of not more than 6000cc capacity **for petrol engines or 7200cc for diesel engines**.

**SR 2.2 EXTREME 2WD Highly-modified 2WD with engines not exceeding 6000cc for petrol engines or 7200cc for diesel engines. Includes Baja.**

**SR 2.2.4 ENGINE**

The engine is free, subject to it being of not more than 6000cc capacity **for petrol engines or 7200cc for diesel engines inclusive of any turbo/supercharging, rotary and/or diesel correction factors**.

**SR 3.1 PRODUCTION 4WD Production 4WD with engines not exceeding 6000cc for petrol engines or 7200cc for diesel engines.**

**SR 3.1.6 ENGINE**

The original engine block may not be changed. The cylinder bore may be increased so as to accommodate up to the largest oversize piston nominated by the manufacturer (H) as being available for the model. Planing of the cylinder block is allowed.

Pistons, piston rings, gudgeon pins and their securing mechanisms are free. The original crankshaft and connecting rods must be retained. They may be modified only by the removal of metal or by chemical or heat treatment.

**Engine capacity is limited to 6000cc capacity for petrol engines or 7200cc for diesel engines, inclusive of any turbo/supercharging, rotary and/or diesel correction factors.**

**SR 3.2 EXTREME 4WD Highly-modified 4WD with engines not exceeding 6000cc for petrol engines or 7200cc for diesel engines.**

**SR 3.2.4 ENGINE**

The engine is free, subject to it being of not more than 6000cc capacity **for petrol engines or 7200cc for diesel engines, inclusive of any turbo/supercharging, rotary and/or diesel correction factors**.

CARRIED

5/1/0

## **7.5 Fly by Wire Throttle System**

AORCom discussed the increasing standard fitment of electronic throttle control systems on production vehicles. It was AGREED that the use of drive/fly by wire throttle control systems should be permitted. It was recognised that in some cases the scrutiny requirement for a return spring to be checked will prove difficult to check and require impractical dismantling operations.

AORCom will refer the matter to the Technical Committee to discuss wording and adoption into current Off Road technical regulations and perhaps those of other disciplines.

ACTION:

CA/MW

*Secretary's note: There presently is no requirement in the regulations for a car to be fitted with a return spring to each throttle – this regulation is found in Schedule B which is applicable only to speed events.*

## **8. GENERAL BUSINESS**

### **8.1 Centralised Permits**

It was noted that AORC Regulations should now be directed to the Permit Administrators in the first instance. They will then be forwarded to the AORC regulations checker and CAMS Off Road Manager for consolidation of comments and final approval prior to return via the permit administrator.

Marilyn Emmins was nominated as the checker on behalf of the Commission.

### **8.3 Carbon Credits**

It was noted that due to current global attention to the climate issue, the Australian Off Road Commission should begin to consider its position on carbon emissions and offset schemes such as purchasing carbon credits.

## **9 CLOSE**

### **9.1 Next Meeting**

The next meeting is scheduled for August 2<sup>nd</sup> & 3<sup>rd</sup> 2008.

The meeting closed at 4.15pm.