

Preamble to proposed regulation changes to Extreme 2WD and 4WD and the implementation of Unlimited Production class.

Over the past 12 – 14 months, there has been a significant amount of murmuring amongst the off road racing masses with regard to “buggies with bodies” contesting Extreme 2WD. Whilst this has been seen by a number of vocal people as within the letter of the regulations, it is their belief that it is certainly not within the spirit of them.

As with most issues arising out of campfire discussions and general off the record whinging, AORCom was not of the inclination to investigate and / or rectify the problem (if it was actually a problem at all) until such time as an approach was made by a very passionate Gavin Mickle to the NSW Commissioner – Sue Zettl. Sue outlined a process to Gavin by which he could put his opinions to the commission and have them heard.

Gavin took this a further step, by creating a substantial email group consisting of current and future competitors in Extreme 2WD and canvassing their opinions and getting them in writing. Once he started forwarding these to Sue, she quickly realised that the topic was beyond her scope of expertise, and asked me as the Commissioner then responsible for technical and scrutiny to take on the role of facilitating the discussion and drawing it to a conclusion.

From the 60+ emails received, I produced a draft set of regulations based on that initial response, and circulated this to the group.

The response to this document was fairly positive, however there were still a few outstanding issues to be resolved. From the feedback received I have spent some considerable time looking at the information provided, and drafted a set of regulations to satisfy, I believe, a majority of stakeholders.

Along with the input of those who responded to Gavin’s original email, and the follow up since, I have also taken into consideration the following:

- (i) My personal belief that we should not be retrospectively legislating someone out of a class because the competitor has used the regulations to full advantage.
- (ii) We only recently reviewed the class structure and the class regulations with a view to reducing the number of classes (a reduction not actually achieved)
- (iii) Keeping a place for **ALL** existing and currently under construction vehicles
- (iv) For the sake of simplicity, having the same regulations for two and four wheel drive vehicles. (The existing EXT2 and EXT4 regulations being virtually identical)
- (v) The likelihood of a similar situation arising in 4WD in the near future. http://www.proformance.com.au/race_truck.htm This vehicle nearing completion and set debut at WAORC Round 3 at Bencubbin in 2010. <http://www.rovacraft.com.au/motorsport.html> and the Frelander on this page already competing. I am aware of similar vehicles under construction and being imported to Australia. http://www.race-dezert.com/forum/showthread.php/77912-***-4x4-Class-1-***

Essentially, the attached regulations would replace the current Extreme 2WD and Extreme 4WD regulations and create a new class for those outside these regulations.

This document also includes all other classes as they are now so it can be seen where the new classes fit within the structure.

The alternative to these new regulations is that the regulations that are currently in place remain as they are.

It is proposed that these regulations will be put into place effective 1st January 2011. The commission welcomes any feedback from interested parties no later than 31st July 2010.

Please forward all comments to offroad@cams.com.au

Regards

Daniel Rogers, on behalf of AORCom

Below are the proposed amended Specific Requirements for Off Road Vehicles

SR 2.2 EXTREME 2WD

Highly-modified 2WD with engine not exceeding 6000cc for petrol engines or 7200cc for diesel engines.

SR 2.2.1 ELIGIBILITY/DEFINITION

A two wheel drive automobile, as defined in GR 1, and which must be fitted with two seats. All modifications are allowed, save for the restrictions specified hereunder.

SR 2.2.2 COACHWORK/CHASSIS

The front and silhouette of the body must substantially resemble that of the production vehicle from which it is derived. The height, width and length may not be reduced from that of the body shell from which the vehicle is derived. The original radiator grille of the vehicle from which the body is derived must be fitted. The radiator grille must remain unchanged in shape and must remain in its original location.

Vehicles must comply with GR 2-29 and, if required by regulations for a specific event, GR 30-36.

The use of chassis/cab vehicles without rear bodywork, and of tray-top vehicles, is prohibited on the grounds of safety.

SR 2.2.3 ROLL OVER PROTECTION

A roll cage of at least Type 3, as specified in Schedule J (refer "General Requirements for Cars and Drivers"), and which incorporates door bars, must be fitted (see also article 3.2.5.2 of Schedule J) or alternatively must incorporate a frame which complies with GR 9.

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.

Modifications to the engine are free.

The location of the engine is free, 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 centres. The original engine / gearbox / final drive configuration in relation to the body must be retained.

Vehicles with the engine in the front that were the subject of a CAMS log book issued prior to 1st January 2010, may be submitted to AORCom for dispensation (grandfathered) on engine location.

SR 2.2.5 TRANSMISSION

In rear / mid engine vehicles utilising a transaxle, the transaxle casing must be of O.E.M. Volkswagen, Porsche or Renault manufacture. Other O.E.M. manufacturers will be considered upon recommendation to AORCom.

Aftermarket transaxle cases e.g.: Albins, Mendeola, Fortin etc are not permitted. Otherwise the transaxles are free.

In vehicles other than those originally fitted independent rear suspension e.g. Datsun 1600, VT Commodore, the rear axle shall be a "live" axle. (An axle to which wheels are rigidly fixed.)

SR 2.2.6 ELECTRICAL

The requirements of GR 24-26 must be complied with. 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. The original headlamp position/s must be retained and the lamps must be operable. Where this is not practical, "life like facsimile" decals may be utilised instead of headlamp / tail lamp assemblies.

SR 3.2 EXTREME 4WD

Highly-modified 4WD with engine not exceeding 6000cc for petrol engines or 7200cc for diesel engines.

SR 3.2.1 ELIGIBILITY/DEFINITION

A four wheel drive automobile, as defined in GR 1, and which must be fitted with two seats. All modifications are allowed, save for the restrictions specified hereunder.

SR 3.2.2 COACHWORK/CHASSIS

The front and silhouette of the body must substantially resemble that of the production vehicle from which it is derived. The height, width and length may not be reduced from that of the body shell from which the vehicle is derived. The original radiator grille of the vehicle from which the body is derived must be fitted. The radiator grille must remain unchanged in shape and must remain in its original location.

Vehicles must comply with GR 2-29 and, if required by regulations for a specific event, GR 30-36.

The use of chassis/cab vehicles without rear bodywork, and of tray-top vehicles, is prohibited on the grounds of safety.

SR 3.2.3 ROLL OVER PROTECTION

A roll cage of at least Type 3, as specified in Schedule J (refer "General Requirements for Cars and Drivers"), and which incorporates door bars, must be fitted (see also article 3.2.5.2 of Schedule J) or alternatively must incorporate a frame which complies with GR 9.

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.

Modifications to the engine are free.

The location of the engine is free, 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 centres. The original engine / gearbox / final drive configuration in relation to the body must be retained.

SR 3.2.5 TRANSMISSION

In rear / mid engine vehicles utilising a transaxle, the transaxle casing must be of O.E.M. Volkswagen, Porsche or Renault manufacture. Aftermarket transaxle cases e.g.: Albins, Mendeola, Fortin etc are not permitted. Otherwise the transaxles are free. In all other vehicles the transmission and differential housings must be of OEM manufacture. Aftermarket transmissions, transercases and differential housings e.g. Hollinger etc are not permitted.

In vehicles other than those originally fitted independent rear suspension e.g. Mitsubishi Pajero, the rear axle shall be a "live" axle. (An axle to which wheels are rigidly fixed.)

SR 3.2.6 ELECTRICAL

The requirements of GR 24-26 must be complied with. 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. The original headlamp position/s must be retained and the lamps must be operable. Where this is not practical, "life like facsimile" decals may be utilised instead of headlamp / tail lamp assemblys.

SR 4 Other

SR 4.1 UNLIMITED PRODUCTION

Highly-modified 2WD or 4WD with engine not exceeding 6000cc for petrol engines or 7200cc for diesel engines.

SR 4.1.1 ELIGIBILITY/DEFINITION

A two or four wheel drive automobile, as defined in GR 1, and which may be fitted with either one or two seats. The front and silhouette of the body must substantially resemble that of the production vehicle from which it is derived.

Vehicles must comply with GR 2-29 and, if required by regulations for a specific event, GR 30-36.

The use of chassis/cab vehicles without rear bodywork, and of tray-top vehicles, is prohibited on the grounds of safety.

All modifications are allowed, save for the restrictions specified hereunder.

SR 4.1.2 COACHWORK/CHASSIS

The body must be derived from a production automobile and substantially resemble it.

SR 4.1.3 ROLL OVER PROTECTION

A roll cage of at least Type 3, as specified in Schedule J (refer "General Requirements for Cars and Drivers"), and which incorporates door bars, must be fitted (see also article 3.2.5.2 of Schedule J) or alternatively must incorporate a frame which complies with GR 9.

SR 4.1.4 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.

Modifications to the engine are free.

The location of the engine is free, 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 centres.

SR 4.2.5 TRANSMISSION

The gearbox, housing, differentials and axle housings are free.

SR 4.2.6 ELECTRICAL

The requirements of GR 24-26 must be complied with.

Please refer to the below link for the current version

[http://www.camsmanual.com.au/pdf/05_offroad/OR06_OffRoad_Specific_Reqs\(SR\)_Q210-1.pdf](http://www.camsmanual.com.au/pdf/05_offroad/OR06_OffRoad_Specific_Reqs(SR)_Q210-1.pdf)