



Off Road Technical Information Update

To all AORC registered competitors,

This update is being sent out to inform you about fuels that can be used in Off Road. This is currently a topic we receive a number of calls about so we felt it may be of value to you to provide the following information.

To refresh your memories you will find below Schedule G from the CAMS Manual of Motor Sport 2006, which has been significantly revised for this year and which has implications for some competitors.

Schedule G – Fuel

2. COMMERCIAL FUEL

“Commercial Fuel” is defined by CAMS as being either petrol, automotive diesel or liquefied petroleum gas (LPG) produced by an oil company and available for unrestricted commercial sale in all States and mainland territories of Australia. Such fuel shall be in compliance with the relevant Fuel Standards Determinations made under Section 21 of the Fuel Quality Standards Act (2000).

Fuel the subject of Approvals made under Section 13 of the Fuel Quality Standards Act (2000) shall not be regarded as Commercial Fuel for the purposes of the present Article.

2.1 Pump Fuel: commercial petrol as defined in Article 2 and available for sale on demand from a service station pump at each of at least five separate service stations in each of at least three Australian States. Mixtures of Pump Fuels are permitted.

3. ALTERNATIVE FUELS

3.1 Liquefied Petroleum Gas: A commercial LPG being either butane, propane or a mixture of both, and of a type which is dispensed from a service station pump. Where a vehicle utilises LPG, a sign in the form of the white letters LPG on a red reflective background, as per drawing G-1, must be placed immediately to the left and centralised vertically to all competition numbers.

Unless specifically approved otherwise by CAMS, LPG must not be used in circuit races involving re-fuelling.

3.2 Diesel: Diesel fuel must be gas oil corresponding to the following specifications:

- hydrocarbon level, 99.0 % by weight minimum
- specific gravity, 860 kg/m³ maximum
- cetane number 55 maximum (ASTM D 613)
- calculated cetane number 55 maximum (ASTM D 976-80).

4. RACING FUEL

4.1 Leaded Racing Fuel: Leaded racing fuel is defined as a leaded petrol which is supplied by an oil company and having a composition the same as that supplied for piston engine general aviation use, i.e., Avgas 100/130 or Avgas 100LL only.

4.2 Unleaded Racing Fuel: Unleaded racing fuel is defined as an unleaded petrol in compliance with FIA Article 252.9.1 of Appendix J to the current FIA Year Book.

Confederation of Australian Motor Sport Ltd

A.B.N 55 069 045 665

851 Dandenong Road, Malvern East, Victoria, 3145 PO Box 147, Caulfield East, Victoria, 3145

Telephone: 03 9593 7777 Facsimile: 03 9593 7700 www.cams.com.au

International Tel: +61 3 9593 7777 International Fax: +61 3 9593 7700





At its recent meeting, the Australian Off Road Commission examined the situation in light of the changes that had been made which effectively removed the ability to use some of the fuels which were in use in 2005.

To resolve the issue for FIA compliant fuels for 2006, GR 27 (from Section 12 of the Manual) will be revised to read as follows:

“GR 27 FUEL AND FUEL FITTINGS

Only **Commercial Fuel, Unleaded Racing Fuel (for the remainder of 2006 only)** and **Diesel fuel** as defined by CAMS in Schedule G may be used. The use of AvGas, Leaded Racing Fuel and similar fuels is specifically prohibited.”

Now that you are aware of the applicable regulations, we will hopefully clarify some of the implications for you.

There are a number of specialist fuel suppliers that provide a range of fuels to the market, though I will not list names in case I miss one unintentionally. These suppliers may have a specialist fuel which complies with the Fuel Standards Determinations under Section 21 of the Fuel Quality Standards Act (2000). These comply with the Schedule G definition of Commercial Fuel and in effect, the supplier could sell it legally into the general ‘road going’ fuel market. In this case such a fuel can currently be used in Off Road competition.

The supplier may have a fuel which is subject of Approvals made under Section 13 of the Fuel Quality Standards Act (2000) but which also is in compliance with FIA Article 252.9.1 of Appendix J to the current FIA Year Book, this fuel will be able to be used in Off Road competition, due to the change that AORCom is making to the regulation (which will be released by bulletin shortly).

However, should the supplier have a fuel which is subject of Approvals made under Section 13 of the Fuel Quality Standards Act (2000) *only*, then this fuel **cannot** be used in Off Road competition.

This should provide you with the information you need and by asking the supplier which standards their fuel complies with, to work out which fuels can and can't be used.

I hope this clears things up for you for season 2006, though please be aware that AORCom are looking very critically at the fuels that are permitted in Off Road and there may be changes made for 2007.

Regards,

Mark Zellner
Sporting and Technical Officer

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