



Chief Technical Officer

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Drivers Bulletin

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ATTN: All U & S Class Car Owners, Drivers, and Club Scrutineers.

Upon scrutineering at Woodhill and observing at Peter Howell I have noticed that many UTV are not meeting the ORANZ rules for Roll cages. This of course is the additions to the factory cages. The following list of rules are from the ORANZ rulebook and as such apply to all cars wishing to race at an ORANZ event. U and S class cars are now achieving high speeds and as such need to be properly equipped to protect the occupants in case of an accident.

Regardless of the fact that your cars may have been previously tagged or passed a scrutineering they will be getting looked at closely and some may need changes. The next check will be at the 1000k and any issues will be listed in your log book.

Rules to observe:

46.ROLL CAGES (a) S & U

(l) All main frame members to be a minimum of 1 ½ x 16-gauge ERW mild steel tubing or the equivalent strength. Alternatively, MNZ 38.1mm OD. (not 1 ¼ or 32mm)

(v) Diagonal bracing of the rear hoops. (on the Can Am X3 the bars with the rear reservoirs attached are not part of the Roll cage and although a diagonal or two diagonals can be fitted here it does not count, they must go in the area immediately behind your heads.)

(xix) Fabrication

(a) No part of the structure shall show evidence of crimping, wall failure, or section weakening and bends should be smooth and continuous in nature.

(c) Joints in the main structure are not recommended and should be avoided. (A pillars, Diagonals and Side Intrusion Bars should be welded)

(xvi) Removable Connections

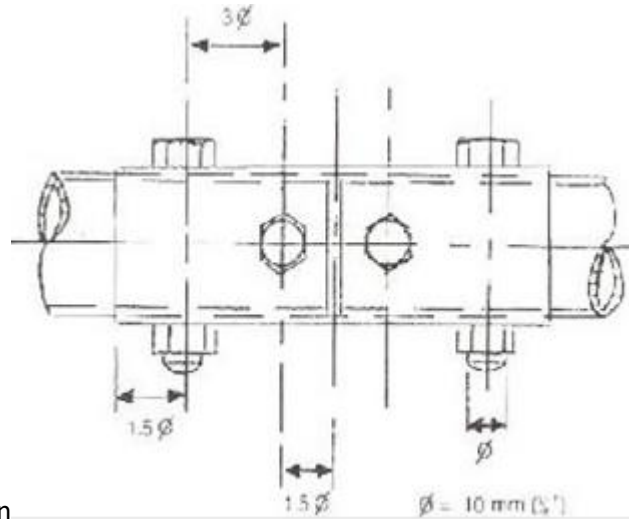
(a) In cases where removable connections are incorporated in the roll cage design, they must be one of the following types.

(b) Where clamps are used to secure parts of the roll cage, a bolt or cap screw is to pass through the clamp to resist sliding (this is not the best idea as holes through the tubes should be avoided, so I suggest welding them)

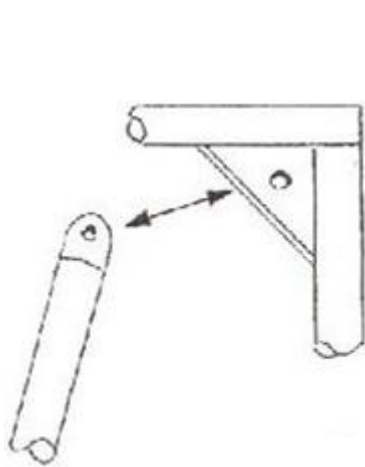
(c) The Muff connection (Figure 3 page 37).

(d) A tongue and gusset connection (Figure 4 page 37). In this case, the tongue and gusset shall be made from minimum 6mm (1/4) plate. (No bolting to standard factory gussets which are approx. 1mm thick!)

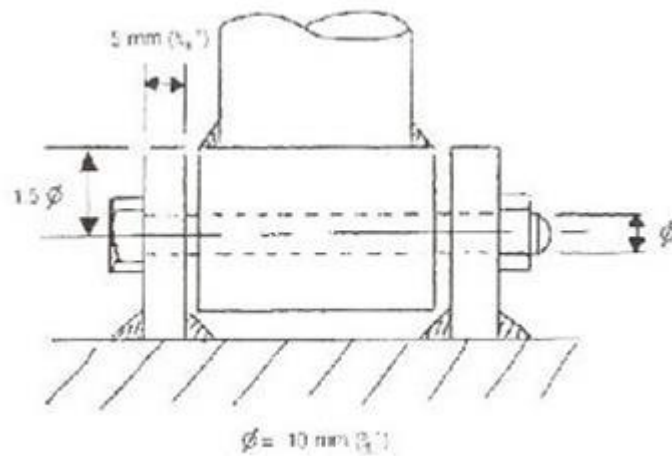
(e) A twin lug connection with axis working under double shearing conditions (Figure 5 page 37).



(c) Muff Connection



(d) Tongue and Groove



(e) Twin Lug

Recommended: Interlocking Weld in Tube Clamp

Although not currently in the rule book (it should be), this one is good to use if you need to remove a section of frame for maintenance etc



It is far easier and **stronger** to weld in a joint than use bolts. Removable joints should be avoided.

Factory joins should be welded

53. Class U

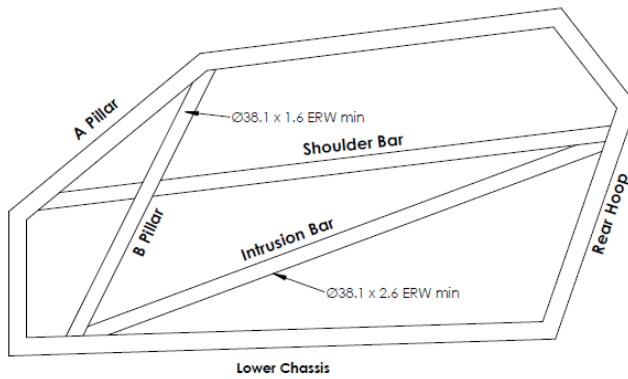
(g) Doors to be fitted but side intrusion bars must be included from armpit to knee height. (use 1 ½ or 38mm x 2.5mm tube, when seated put your arm out horizontally sideways the bar must touch underneath, at the front it must be above your knee adjacent to the knee. This pipe is as straight as possible and welded to the B pillar and main hoop. It is also recommended that a shoulder bar is fitted that runs between the B pillar to the main hoop, shoulder high parallel to the roof. If the shoulder bar is used it is ok for the front of the intrusion bar to be ankle height. Both these bars should continue forward to join onto the A pillar)

54. Class S

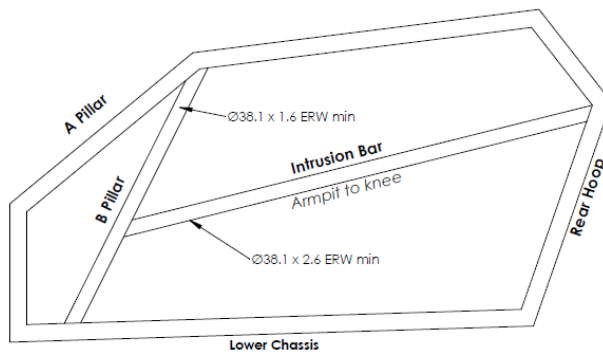
(h) Roll cage A tube from the top” A “pillar bend down to the lower chassis must be installed. (creating a B Pillar, This is 1 ½ or 38mm tube this also needs to be welded in, tube to tube. Normally this will fit inside the side intrusion bar as the roof is narrower than the floor.

Remember, the Roll Cage rules are here to protect the occupants of the race car. We only live once and if the unfortunate happens and there is a serious crash we don't want people hurt!

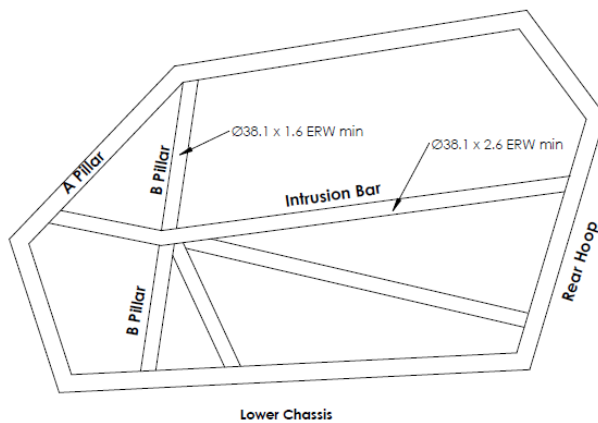
The following diagrams are what you should have in your Class U or Class S as per the current ORANZ rule book (Version 2017.1.2)



Example 1



Bare Minimum



Accepted Polaris Design

Sort your Roll cage protection now.

Neville Smith

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