



Chief Technical Officer

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Drivers Bulletin Classes S & U – New Roll Cage Rules

11 February 2018

Details

Due to the ongoing problems with the Roll cages in some UTV we feel it is time to implement a restriction to what we allow in their design. The UTV's that people are buying are built for Recreational use, and are just not designed to withstand an accident at the speeds they are now reaching once the engines etc. are modified. Once purchased they have to be modified for Racing purposes which includes 5-point Seatbelts, Bumpers and Nerf Bars, Safety Nets on the window area and additional reinforcing of the Factory Roll cage with diagonal bracing, B pillars bars and Side intrusion bars, this is what the ORANZ rules ask for. At the moment under the current General Rule for Roll Cages we are allowing any number of removable connections in the Roll cage. On a lot of the UTV currently tagged and racing the additional re enforcing and bracing is substandard and I have counted as many of 23 bolts in joins in just one car, in the Driver / Passenger area alone, most of which are not of the ORANZ accepted type. This would not be allowed in probably any other form of NZ Motorsport and I do not see why it should be seen as acceptable in Off Road Racing.

The problem is not widespread throughout the sport as the Trucks and Buggies all easily comply and if one of them turned up with a join in the Roll cage they would be told to go away and weld it in properly. I feel this change to S and U Class rules should get all U and S class cars as up to an acceptable standard, also we should not need any further changes. (Unless a new model is released which varies so much it could dictate a review)

New Rule

Rule 53 - Class U. and Rule 54 - Class S.

(h) Roll Cage

(vii) The only removable connections that are allowed in the Driver & Passenger Roll cage enclosure are in the side intrusion bars. A total of 4 only, and must be of the interlocking tube clamp design, see Rule 46. Roll Cages Figure 6



Reason for New Rule

By limiting the number of removable connections allowed in the Driver / Passenger area all other additions would then have to be welded thus improving the overall safety of the vehicle and bring UTV's up to the chassis standard used in buggies and trucks of ORANZ. The allowance of four removable connections is for use in the side intrusion bars so that they can be removed for ease of access for maintenance and pleasure driving.

This roll cage safety upgrade is now required for 2018 tagging and the first National Rounds.

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