



AUSTRALIAN HISTORIC MOTOR SPORT COMMISSION

MEETING SUMMARY 3/2018 SUMMARY OF AHMSC FACE TO FACE MEETING 30 JUNE 2018

*This summary is an edited highlights package of the Minutes
Enquiries are to be directed to the Commission Executive Officer
Issued: 25 July 2018*

Issued by Commission Executive Officer to the following:

Chair CAMS Board	AMRC Commissioners	Sport & Development Officers
Chairs CAMS State Councils	CEO	
Chairs State Advisory Panels	General Manager – Motor Sport	

Commissioners

Robert Cracknell	RC	2018 - 2020 Chair	Michael Russo	MR	2018 - 2019
Colin Haste	CH	2018 - 2020 Dep Chair	David Twigg	DT	2018 - 2020
Christopher Bowden	CB	2018	John Van Leeuwen	JVL	2018 - 2019
John Bryant	JB	2018	Wayne Wilson	WW	2018 - 2019
Bob Harborow	BH	2018			

CAMS Delegate to FIA Historic Motor Sport Commission

Adam Berryman	AB
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Board Member Portfolio Holder

Norm Gowers

Historic Motor Sport Consultant

Bryan Miller

CAMS Administration

Scott McGrath	CAMS Technical Manager
Trent Price	Sporting Commissions & Championships Manager / CEO Appointee to Commission

MATTERS ARISING

Min 2033: LINE OF HISTORY GUIDELINES

The Commission considered a Paper which finalised the Line of History Guidelines, and which included two outstanding issues from a previous discussion (September 2011) that required more precise definitions:

A **discarded component** is one that has been damaged beyond ready repair, and this has to be considered in terms of the timing of the accident damage. Where the vehicle in question was being actively campaigned in contemporary competition at the time of the accident, then the need to return it to competition would have been the overriding criterion. In those circumstances, even mildly damaged chassis were often replaced as a matter of expediency, whereas the same accident in historic competition would demand that the original chassis be repaired. These rapid period replacements are often the source of chassis that suddenly reappear at a later date to be claimed as the original. They are best described therefore as "set aside" and have to be viewed in a different light to those that have been truly destroyed and should be recorded as such, preferably with photographic evidence.

Major Components are those that define a particular vehicle and usually constitute the chassis, tube-frame, monocoque or in the case of a production-based vehicle, the body-shell. Also if the vehicle has a unique engine, transmission or even unusual wheels or brakes, these too can be deemed "major".

The Commission approved the Guidelines, which will be placed on the CAMS website at Motor Sport>Historics>History Guidelines.



AUSTRALIAN HISTORIC MOTOR SPORT COMMISSION

Min 2035: FUTURE COMPOSITION OF HISTORIC ELIGIBILITY COMMITTEE (HEC)

The Commission to formalise the composition of the restructured Historic Eligibility Committee, which will be:

J, K & L	Michel Russo (with Bob Harborow assisting and David Rapley advising as required)
M, O, P, Q & R	Randall Langdon, (with Bryan Miller and Col Haste assisting/advising) and with James Lambert assisting in Victoria
F5000	John Bryant with Bob Harborow as mentor
Formula Holden, F3000 and F1	Peter Brennan, with support from Bryan Miller
Sports 2000 (Group R Sports and Formula Ford in Victoria)	Peter Brennan
Formula Ford	John Van Leeuwen with support from Greg Hepburn and Don Holland
Formula Vee	Greg Hepburn

Bryan Miller and David Rapley will be Consultants.

HTP Application Sub-Committee Proposal

A HTP Application Sub-Committee, comprising Adam Berryman (Chair), John Van Leeuwen, Bob Harborow and RC, with Bryan Millar, Paul Hamilton and David Rapley as Consultants, was approved by the Commission.

Min 2038: 5TH CATEGORY SAFETY REVIEW GROUP – ROPS IN OPEN TOP VEHICLES

The Commission approved an advisory document to be sent to CAMS 5th Category Event promoters and race secretaries regarding ROPS (Roll-Over Protection Systems) clubs and event promoters to make their members and competitors fully aware of their responsibility to present their competition vehicle with the driver seated with respect to 5th Category Article 3. Vehicle Eligibility 3.6 EQUIPMENT STANDARDS AND GUIDELINES, SAFETY CAGES / ROLL BARS of the CAMS Manual.

The document advised that whilst it is accepted that many vehicles of the pre-war 5th category cannot be fitted with ROPS, or the owners choose not to, where they are fitted it is desirable that it can offer the necessary protection in the case of a roll over. In short promoters and competitors were advised to ensure that the driver's helmet is below the upper most point of the ROPS structure and that vehicle which is not the subject of a 5th Category Log Book must comply with all the CAMS Manual regulations applicable to the event in which it is competing in.

Min 2039: INCORPORATING SPEEDWAY-TYPE CARS INTO 5TH CATEGORY HISTORIC VEHICLES

The Commissioners finalised a Guidelines Paper on this subject and determined that consideration be given to having these cars in a separate sub-group within Groups J, K and L (it was suggested that they be designated Js, Ks and Ls).

It was resolved that the Guidelines, as a reference document, be incorporated into the 5th Category section of the CAMS Manual, to be used by Eligibility Officers and potential owners to ensure compatibility with existing J, K and L log-booked vehicles.

Min 2044: 5 LITRE TOURING CARS AS A NEW GROUP IN 5TH CATEGORY

A Paper was tabled for the Australian 5 litre Touring Car Association (5LTCA) seeking approval of the introduction of 5 Litre Touring Cars as a new Group to the 5th Category, to insure that the original vehicles are preserved and enjoyed. The eligible vehicles would be:

1. Holden Commodore – VP, VR/VS, VT/VX.
2. Falcon – BE, EF/EL, AU.

Following discussion it was determined that the CAMS Administration investigate the practicalities of forming a 'Classic Group' for post-Historic period.

Min 2045: COMPONENT SUBSTITUTION FOR 1200 HISTORIC FORMULA VEE CRANKSHAFT

A proposal was submitted by the Historic Formula Vee Association of Australia (HFVA) for the Commission to permit a component substitution for the 1200 Historic Formula Vee 64 mm stroke crankshaft part number 002 4064. The submission was approved by Commission.



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Min 2046: CHANGES TO GROUP S REGULATIONS

A Paper outlining requested changes to the Group S Sports Car regulations under General Requirements 3.1. The Paper advised that the Historic Production Based Eligibility Committee has discussed the requested changes and supports their inclusion in the regulations. The requested changes to the existing regulations are in the areas of engine cooling, engine lubrication systems and vehicle track.

Following discussion it was agreed that the changes submitted be approved and that the CAMS Administration prepare the formal regulations.

Min 2047: DUNLOP CR70 TYRE FOR MINIS IN GROUP N

The Commission approved of the Dunlop CR70 for Minis running in Group N to be added to the Approved Tyre List for Groups N and S. The Historic Production Based Eligibility Committee (HPBEC) saw no reason not to approve the application.

ISSUES BEING CONSIDERED BY THE COMMISSION

Minute	Issue
2043	Tyres for Historic Sports Sedans
2049	7 th Category Log Books for Road Registered Cars to be part of Targeted Scrutiny
2050	Sponsorship Signage on Group S vehicles – a strategic review

NEXT SCHEDULED MEETINGS

Wednesdays teleconferences commence at 1830 hours

4	Aug 22
5	Oct 31
6	Dec 12

Level 2