



AUSTRALIAN HISTORIC MOTOR SPORT COMMISSION

MEETING SUMMARY 4/2018 SUMMARY OF AHMSC FACE TELECONFERENCE 22 AUGUST 2018

*This summary is an edited highlights package of the Minutes
Enquiries are to be directed to the Commission Executive Officer
Issued: 6 September 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
---------------	----

Board Member Portfolio Holder

Norman Gowers

CAMS Administration

Scott McGrath	CAMS Division Manager - Technical
Trent Price	Sporting Commissions & Championships Manager / CEO Appointee to Commission
Matt Maclure	CAMS Motor Sport Development Executive / Executive Officer to Commission

MATTERS ARISING

Min 2059: F5000 AERO CLARIFICATION

A Decision Paper to clarify the rules applicable to F5000 category vehicles in respect to rear mounted aero packages was presented to the Commission.

The main issue raised in the Paper was that there are vehicles with rear wing positions that do not comply with Australian period specifications. They were accepted in Europe or the United States and examples are falling outside the current FIA parameters.

It was put forward that if the owner/document holder can provide photographic evidence of the vehicle running with the respective aero packages in the period, it would be accepted by the Commission. There was additional discussion about making sure the aero is not mounted to the suspension and it is properly mounted to the chassis or roll cage.

The Commission determined:

“That cars with rear mounted aero packages which do not conform to International rules be documented appropriately and allowed to run in the varied configuration only in the event that the owner/document holder is able to demonstrate that said vehicle ran in that configuration in period. Aero devices should be mounted to the chassis or roll cage.”

Min 2066: 7TH CATEGORY LOG BOOKS

A Discussion Paper on the need to review CAMS current policy on the issuing of Historic Vehicle Log Books was presented at the AHMSC Face to Face Meeting in June.

The Paper raised the issue of the need for event safety and eligibility checks for Regularity cars (or any car which has not been issued with a log book), generating long queues of cars blocking the paddock area to have ancillary matters checked. The Paper suggested that the introduction of vehicle log books for these cars would enable them to participate in the Targeted Scrutiny/Audit process and remove the congestion.



AUSTRALIAN HISTORIC MOTOR SPORT COMMISSION

The Commission was advised that CAMS has introduced a 7th Category Log Book for Other Cars (for Speed Event cars only, including road registered cars) to allow Targeted Scrutiny and this provides an answer to the issue raised above. The standard log book application system applies for a 7th Category Log Book, however it should not be confused with a Historic Log Book.

ISSUES BEING CONSIDERED BY THE COMMISSION

Minute	Issue
2051	COD / HTP / Log Book Applications Update
2053	Future Composition of Historic Eligibility Committee (HEC)
2054	Low-Lead Racing Fuel
2057	Incorporating Speedway-type Cars into 5 th Category Historic Vehicles
2058	Issuing of Log Books Requiring a Pre-Race Safety Inspection
2060	Tyres for Historic Sports Sedans
2061	5 Litre Touring Cars as a New Group in 5 th Category
2065	Review of Appendix K (Markings on Vehicles)
2067	Sponsorship Signage on Group S vehicles – a strategic review

NEXT SCHEDULED MEETINGS

Wednesdays - Teleconferences commence at 1830 hours

5	Oct 31
6	Dec 12

LEVEL 2