



## AUSTRALIAN HISTORIC MOTOR SPORT COMMISSION

### MEETING SUMMARY 5/2018 SUMMARY OF AHMSC TELECONFERENCE 31 OCTOBER 2018

*This summary is an edited highlights package of the Minutes  
Enquiries are to be directed to the Commission Executive Officer  
Issued: 27 November 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

Norman Gowers
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#### 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

### STRATEGIC PLAN

An updated AHMSC Strategic Plan (October 2018), was tabled for the Commissioners study and comment at the next meeting.

The general thrust of the update was to add to the Plan some more formality and rigour around Risk Management, Safety and Environment strategy, which was outlined in much detail in Appendix 1 to the Plan ('Risk Management Framework').

Another major strategy considered was that of Vehicle Originality and Eligibility, which was also added to the Plan.

A third Objective added to the Plan is the Ongoing Development of Technology / Data / Information Systems and Platforms.

### MATTERS ARISING

#### Min 2080: FORMULA HOLDEN – INCLUSION OF GEN 2

An application was made to the Commission to discuss the inclusion of Gen 2 Formula Holden as a 5<sup>th</sup> Category.

In discussion concern was expressed on the use of carbon fibre, which does not readily lend itself to repair, and there is no way to crack-test or find defects in the construction using this material. This led the Commissioners to express their wish for research to be pursued on the use of carbon fibre in tubs and a Working Group was appointed to carry out this research.

#### Min 2081: CLUBMAN GROUP R – INCLUSION OF FARRELL FA81

An application was presented for the Commission to clarify whether the Farrell FA81 Clubman is eligible for Group R (Historic Racing and Sports Racing Cars Post 1977).



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The Farrell FA81 construction commenced in 1981 but was completed when it was common for Clubman cars to have 'aerodynamic' bodywork and therefore it complies with Group 2C Clubman 1982 rules but not the bodywork aspects of the 1981 rules and as post-1981 cars feature the aerodynamic updates these would represent a significant performance advantage over 1981 cars. The cars were mechanically the same from the 1970s to the end of 1987.

The Commissioners agreed to recommend that the inclusion of the Farrell FA81 be referred to the Eligibility Committee for research and recommendation for a decision to be taken by the Commission.

### Min 2083: FORMULA FORD – UPDATE OF REGULATIONS RE TRANSISTORISED IGNITION

A Paper was put forward outlining a proposed amendment to the 1<sup>st</sup> Category Formula Ford 1600 regulations, as follows. The AHMSC previously approved electronic ignition and below is refining regulations where a loophole existed.

The current rule states that "Transistorised ignition is not permitted" and the rule change is a clarification to permit the use of electronic componentry within the distributor to replace the conventional points ignition.

- 1) The rule change is to remove:  
**(e) Transistorised ignition is not permitted.**
- 2) The other change is in set out by separating (d) into two components (d) and (e). No words are altered.

The reason is that supply of reliable points and associated elements is extremely difficult. Whilst the original components were reliable it is a fact that the current replacement parts are of poor quality and not suitable to race usage. The allowance of "modern" electronic componentry will increase the reliability of the engine and therefore ensure competitiveness of the engine and overall enjoyment of the competitor. This rule change does not affect the performance but does promote reliability.

The Commission approved the changes.

### ISSUES BEING CONSIDERED BY THE COMMISSION

Minute	Issue
2068	COD / HTP / Log Book Applications Update
2069	Future Composition of Historic Eligibility Committee (HEC)
2072	Incorporating Speedway-type Cars into 5 <sup>th</sup> Category Historic Vehicles
2073	Issuing of Log Books Requiring a Pre-Race Safety Inspection
2075	Tyres for Historic Sports Sedans
2076	5 Litre Touring Cars as a New Group in 5 <sup>th</sup> Category
2078	Review of Appendix K (Markings on Vehicles)
2079	Sponsorship Signage on Group S vehicles – a strategic review

### NEXT SCHEDULED MEETINGS

Wednesdays - Teleconferences commence at 1830 hours

6	Dec 12
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