



AUSTRALIAN HISTORIC MOTOR SPORT COMMISSION

MEETING SUMMARY 6/2018 SUMMARY OF AHMSC TELECONFERENCE 12 DECEMBER 2018

*This summary is an edited highlights package of the Minutes
Enquiries are to be directed to the Commission Executive Officer
Issued: 20 December*

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	NG
---------------	----

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

CHANGE OF COMMISSION CHAIR

The AHMSC Chair as from 2019 will be Colin Haste, the current Deputy Chair, who will replace Bob Cracknell after 10 years of service in the position. Bob will continue as a Commissioner.

MATTERS ARISING

Min 2086: FUTURE COMPOSITION OF HISTORIC ELIGIBILITY COMMITTEE (HEC)

The Chair presented a Decision Paper on the extended composition of the Sub-committee of the restructured Historic Eligibility Committee for the Commission to formalise the plan listed in the Paper. The aim of this proposal is to further spread the workload among a broader range of individuals who have the required expertise amongst the key Historic Groups of cars and to take responsibility for all eligibility activities within those Groups. The individuals supporting the HEC Sub-committee Chairs will all be current EOs but have not yet been formally advised of this additional responsibility, and this will occur over the next immediate period.

GROUP – SUB-COMMITTEE	CHAIR
J, K, L	Michael Russo
M, O, P, Q, R	Randall Langdon
Formula 5000	John Bryant
Formula Holden, F3000 and F1	Peter Brennan
Formula Ford	John Van Leeuwen
Formula Vee	Greg Hepburn



AUSTRALIAN HISTORIC MOTOR SPORT COMMISSION

Min 2087: LOW-LEAD RACING FUEL

The Commission has now completed its work on this issue and a document setting out details is to be included in the CAMS Manual, of the Historic Fuel Requirements for 2019, together with a Q&A List, have been published on the CAMS website, on the front page, dated 14 December 2018.

Min 2097: FORMULA HOLDEN – INCLUSION OF GEN 2

The Commissioners agreed that the research on the expansion of Formula Holden to include full carbon tub cars should continue.

Min 2100: FORMULA FORD 1600 – UPDATE OF REGULATIONS RE TRANSISTORISED IGNITION

Following the Minute 2083 decision it has been suggested that the distributor rules should be listed under the 'Engine' section and a Decision Paper was presented to the Commission proposing some articles in Article 10.1 be moved to Article 2.15 and the regulations to read:

“2.15 DISTRIBUTOR:

- (a) The distributor is defined as the component which triggers the LT current and distributes the HT ignition current. Distributors are free provided that they retain the original drive and location, the low tension ignition circuit is triggered from within the distributor body and the high tension ignition circuit is distributed from the distributor unit;
- (b) The ignition timing may be varied only by vacuum and/or mechanical means (weights & springs) from within the distributor body and a 90-degree firing angle shall be maintained;
- (c.) It is prohibited to use any other method or component to trigger, distribute or time the ignition;
- (d) It is permitted to mount a simple indicating pointer to the engine to facilitate the timing of the distributor with respect to the crankshaft/flywheel.

10.1 The following applies to all Electrical Equipment:

- (a) Generator is optional;
- (b) The use of a rev-limiter is optional. If used, a rev-limiter must only have three wires, one of which must be an earth;
- (c) A starter motor, capable of starting the engine at the start of and during an event, must be fitted.”

Min 2089: INCORPORATING SPEEDWAY-TYPE CARS INTO 5TH CATEGORY HISTORIC VEHICLES

The Commission determined that where applicable the word 'Speedway' be placed in association with the Group title, in brackets - eg: Jb (Speedway).

Min 2103: MINOR UPDATES TO SPORTS 2000 (GROUP R) REGULATIONS

A Decision Paper was tabled with the agenda for the Commission to approve some minor updates to the Sports 2000 (Group R) regulations. The Sports 2000 Group appointed a Task Force to review the regulations and the Paper outlined in detail the Task Force's recommendations, which were endorsed by the Group 2000.

The changes were proposed due to the Group 2000 cars now being in excess of 30 years old (cut-off date being 1984) and standard engine original components (such as blocks, con-rods and pistons are increasingly becoming hard to locate), and due to comparable American historic groups gradually approving after-market components provided they satisfy the original dimensions and minimum weight requirements.

The Paper noted that failure to recognise the potential impact of not addressing these component supply and non-compliance issues will further discourage competitors from making their engines compliant – an issue which is already impacting on grid numbers.

The Paper extensively summarised changes to acceptable components and specifications for:

- camshafts;
- pistons and connecting rods;
- cylinder blocks;
- clutch;
- compression ratio;
- shock absorbers.



AUSTRALIAN HISTORIC MOTOR SPORT COMMISSION

The Commission supported the recommendation/motion set out in the Decision Paper to permit the changes listed in the Paper detailing amendments to the original SCCA Sports 2000 rules; and further that engine sealing be carried out once bore and stroke and cylinder head compliance has been checked, and non-compliance will result in exclusion of the vehicle from the annual points-score tally.

ISSUES BEING CONSIDERED BY THE COMMISSION

Minute	Issue
2085	COD / HTP / Log Book Applications Update
2092	Tyres for Historic Sports Sedans
2093	5 Litre Touring Cars as a New Group in 5 th Category
2095	Review of Appendix K (Markings on Vehicles)
2096	Sponsorship Signage on Group S vehicles – a strategic review
2097	Formula Holden – Inclusion of Generation 2
2098	Clubman Group R – Inclusion of Farrell FA81
2102	COD Application for 1990 BMW M3 as a Group A Car

NEXT SCHEDULED MEETINGS

Meetings for 2019 are to be advised.

LEVEL 2