



AUSTRALIAN HISTORIC MOTOR SPORT COMMISSION

MEETING SUMMARY 2/2019 SUMMARY OF AHMSC TELECONFERENCE 17 APRIL 2019

*This summary is an edited highlights package of the Minutes
Enquiries are to be directed to the Commission Executive Officer
Issued: 14 May 2019*

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	

Colin Haste	CH	NSW	2019 - 2021 Chair	Bob Harborow	BH	VIC	2019 - 2021
Christopher Bowden	CB	QLD	2019 - 2021	Michael Russo	MR	VIC	2017 - 2019
John Bryant	JB	SA	2019 - 2021	David Twigg	DT	VIC	2018 - 2020
Robert Cracknell	RC	VIC	2018 - 2020	John Van Leeuwen	JVL	WA	2017 - 2019

CAMS Delegate to FIA Historic Motor Sport Commission

Adam Berryman	AB
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Board Member Portfolio Holder

Norman Gowers	NG
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Administration

Trent Price	TP	Sporting Commissions & Championships Manager / CEO Appointee to Commission
Matt Maclure	EO	CAMS Motor Sport Development Executive / Executive Officer to Commission
Tom Snooks	TS	Minutes Secretary

RISK AND SAFETY ISSUES

The Commissioners discussed the reluctance of some scrutineers to note some safety infringements (eg: top of ROP lower than level of competitor) in log books on the basis that if an incident occurs in which a competitor is injured they may be rendered liable, and also to avoid conflict between the competitor and scrutineer. However, advice from the CAMS Administration is the opposite – a scrutineer can be found liable if he/she does NOT record such an infringement.

An article on this subject is to appear in the next Scrutineers Newsletter and a future Speed Read, and State Scrutiny Panels advised of the issue.

MATTERS ARISING

Min 2125: CARBON FIBRE TUBS (Previously FORMULA HOLDEN)

Research by a Working Group on full carbon tub cars continues and a report is expected to be tabled at the Commission's Face to Face Meeting on 15 June.

MIN 2127: HTP APPLICATION for 1990 BMW M3 as a GROUP A CAR

After due consideration it was determined that the car in its present form would not be eligible for a HTP. The grounds of which is that whilst the vehicle does comply with the Italian domestic regulations (CIVT) of that period, this series was not registered as an international championship under the FIA and has no international record of calendar registration. As such it does not comply with the requirement of international competition required for the HTP if to be considered out of the "homologated car" spectrum for Group A Touring Cars.

MIN 2130: GROUP A & C FUEL – SELF CONTROL BY CATEGORIES JULY TO DECEMBER 2019

A proposal to modify the wording of the Group A Touring Cars regulations to reflect the category's fuel specification and to insert similar wording into the Group C Touring car regulations was presented to the Commission.

The recent release of the Historic Fuel Requirements document has led to questions being asked of which



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unleaded fuels may be used in Group A cars. Heritage Touring Cars has had a position for a number of years of the maximum allowable octane rating of 102RON for both Group A and Group C.

The current Group A regulations do not stipulate this maximum rating but refers to Schedule G in the CAMS Manual. The 102RON rating can be found by looking at Schedule G in the CAMS Manual and then at Article 252 of Appendix 3 of the FIA Yearbook.

To make the fuel regulation within the Group A regulations easier to find/read it is proposed that the maximum of 102 RON be included into the Group A regulations in the CAMS Manual. However, as the competition season is now underway a change of the regulation cannot take place until 1/1/20.

The Government requirement for the non-use of leaded fuel takes effect as from 1/7/19 so this leaves six months in which Categories/Groups will need to exercise self-control on the use of 102RON through Series, Sporting and Supplementary Regulations.

MIN 2134: REWORDING OF 5TH CATEGORY GENERAL REQUIREMENTS FOR THE COMPULSORY USE OF ROLL CAGES FOR 5TH CATEGORY GROUPS

Commissioners determined to reword 5th Category General Requirements to sanction (not just recommend) the use of a roll-cage for 5th Category Groups.

After reviewing the 5th Category General Requirements, it is apparent that the regulations only *recommend* a roll cage for all 5th Category Groups except for Ja, Ka and Lb, but then further requires that Ja, Ka and Lb competitors sign a disclaimer if they intend to run without a cage.

In the interests of safety, the Commissioners determined to firstly mandate (not just recommend) the use of a roll-cage for all other 5th Category Groups and secondly remove the requirement of a ROPs disclaimer (for Ja, Ka and Lb vehicles).

Commissioners voted in favour of adopting the following wording to be adopted in Vehicle Eligibility – General Requirements in the CAMS Manual at 1.6 Roll Bars:

“1.6 ROLL BARS:

Effective roll bars must be fitted to all competing vehicles however, Group Ja, Ka and Lb vehicles which cannot be so equipped without serious adverse impacts on standards of authenticity and originality, may be exempted from the requirement. Any exemption from the requirement to fit roll bars must be sought from and approved by CAMS.

Historic vehicles (except Groups Na, Nb, Nc, C, A, Sa, Sb and Sc - refer individual group regulations) are subject to the following requirements:

~~(a) no roll bar unless the vehicle was originally equipped with one (Groups Ja, Ka and Lb only);”~~

The above was effective as from 7 March 2019 and the CAMS Manual has been updated.

ISSUES BEING CONSIDERED BY THE COMMISSION

Minute	Issue
2120	COD / HTP Applications Updating (close to finalisation)
2122	5 Litre Touring Cars as a New Group in 5 th Category
2123	Review of Appendix K
2124	Sponsorship Signage on Group S vehicles – a strategic review
2132	Commission to Revise Philosophy of Prizemoney/Awards

NEXT SCHEDULED MEETINGS

Wednesdays – Teleconferences commencing at 1830 Melbourne time

- 15 June (Saturday – Face to Face)
- 14 August
- 16 October
- 11 December