



**HISTORIC COMMISSION MEETING**  
**6<sup>th</sup> & 7<sup>th</sup> March 2009**  
**CAMS NSW Office, Sydney Olympic Park, Homebush**

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**Commission:** Bob Cracknell (Chairman)  
Peter Addison (Deputy Chairman)  
Patrick Ryan  
Peter Hall  
David Dungey  
Bruce Richards  
Bryan Miller  
Bill Cutler  
Stuart Kostera  
John Hunter  
Paul Hamilton (FIA Historic Commission)  
Robert Piper (CAMS Board Portfolio Holder)  
Rebecca Drummond (Executive Officer)

**Guests:** Tony Caldersmith (Safety)  
Michael Henderson (AIMSS)

**Visitors:** Warren Bossie (App J Assoc & AHTCA)  
**(Day two)** David Roberts (App J Assoc)  
Barry Thew (Gp C Assoc)  
Beach Thomas (Gp C Assoc)  
Richard Line (Gp S Assoc)  
Steve Batty (HFVAA)  
Peter Mohr  
Bruin Beasley  
John Bowe  
Tarron Newman (CAMS Manager, Customer Service & Special Projects)

**Apologies:** Nil

**OPENING**

The Chairman declared the meeting open at 10:00am

The Chairman welcomed the newly appointed Commissioners and thanked those who had previously served on the Commission for their services. Tony Caldersmith was welcomed as the newly appointed Safety portfolio holder. Michael Henderson will continue to attend as a guest, representing AIMSS, where possible.

The Chairman reported that he attended the FIA Historic Motor Sport Commission meeting in Copenhagen in February with Paul Hamilton and reiterated how highly respected our Certificate of Description process is.

**HC1267 MINUTES OF THE PREVIOUS MEETING**

*It was **MOVED** by P Addison/D.Dungey that the minutes of the Historic Commission meeting held 24<sup>th</sup> & 25<sup>th</sup> October 2008 be accepted as a true and correct record of the meeting.*

**CARRIED**

**1 SUMMARY OF DECISIONS MADE BETWEEN MEETINGS**

**HC1268 F5000 ALLOY HEADS**

Following a submission from Bob Harborow, the Commission noted its approval of the use of non-period alloy heads on visiting Formula 5000 vehicles at the 2009 Australian Grand Prix. However it was agreed that from 2010 onwards, owners of visiting vehicles fitted with alloy heads will need to be able to prove they are of period design and manufacture, or that they satisfy the Commission's component substitution criteria.

Furthermore, prior to the acceptance of entries, copies of the relevant documentation for each vehicle must be provided in order to determine if the vehicle is eligible.

**HC1269 HISTORIC ELIGIBILITY OFFICER APPOINTMENTS**

The Commission noted its approval of the reappointment of all historic Eligibility Officers for 2009.

**HC1270 F5000 ADVERTISING**

Following a submission by Bob Harborow, the Commission noted its approval of the use of advertising on F5000 vehicles at the 2009 Australian Grand Prix.

**HC1271 SHERRARD SAUBER MERCEDES SPORTSCAR**

Following a submission from Ian Tate, the Commission noted its approval of the request to allow the Sauber Mercedes Sportscar to compete in the Group R sports car events at the 2009 Phillip Island Classic. The events were to be listed as including invited cars which hold a current FIA Historic Technical Passport (HTP) evidencing Appendix K compliance.

**HC1272 FORMULA FORD ADVERTISING**

Following a submission from Peter Mohr, the Commission noted its approval of the use of 40<sup>th</sup> anniversary signage on Formula Ford vehicles for the duration of 2009. A condition of this approval was that the size of the stickers complied with the 5<sup>th</sup>

Category regulations and that they should be removed following the final race in the series.

**HC1273 F5000 TECHNICAL COMMISSIONER**

Following a submission from Bob Harborow, the Commission noted its approval of the appointment of John Sheppard as a temporary Technical Commissioner to oversee the eligibility of F5000 vehicles at the Australian Grand Prix. F5000 Eligibility Officer Brian Beasy would also be in attendance should the need arise.

**2 PORTFOLIO REPORTS**

**HC1274 FIA HISTORIC MOTOR SPORT COMMISSION**

Paul Hamilton tabled a written report for the consideration of the Commission which outlined matters of interest from the February HMSC meeting.

Key points arising from the meeting were:

The broadening of Appendix K to include production touring and sports cars with competition history in National events. At present, eligibility is restricted to FIA homologated vehicles. It was proposed that this be altered to include vehicles with a competition history in National championship events or events of 'equivalent status', however some revised wording is required and it is hoped that this will be resolved by May for implementation in 2010.

John Hughes has invited Tony Caldersmith to participate in a working group to assist with the development of a list of acceptable tyres for Periods E and F.

The issue of safety featured prominently on the agenda of the meeting.

The report was received and noted by the Commission.

**HC1275 SAFETY REPORT**

Tony Caldersmith gave a verbal report to the Commission.

Mr Caldersmith expressed concern regarding the lack of applications he has been asked to review for roll over protection certification for 5<sup>th</sup> category vehicles.

**ACTION:** Mr Caldersmith to work with the Executive Officer to address this issue.

Mr Caldersmith also queried the use of the accident database and component failure reporting system. It would seem that these processes have not been maintained since the departure of Peter Lawrence.

**ACTION:** Mr Caldersmith to prepare a set of processes to resurrect the use of the accident database/component failure reporting system.

Dr Michael Henderson gave a verbal report on current AIMSS projects, which include component failure reporting.

Mr Henderson also recommended that the 5<sup>th</sup> Category rules be amended to include provision for the use of head and neck restraint systems, which are recommended for all historic categories under Appendix K (save for Historic Formula 1 vehicles in which they are compulsory).

*It was **MOVED** by J. Hunter/B. Cutler to accept Dr Henderson's recommendation to amend the 5<sup>th</sup> Category Regulations to include provision for the use of head restraint systems where practical.*

**CARRIED**

ACTION: Executive Officer to make the necessary amendments to the CAMS Manual.

**HC1276 HISTORIC ELIGIBILITY COMMITTEE & GROUPS M, O, V & FORMULA 5000 REPORT**

Bryan Miller tabled a written report for the consideration of the Commission.

Mr Miller reported that Formula Vee numbers are increasing, although there appear to be issues regarding Formula Vee engine sealing (refer HC1303). Large grids of M and O vehicles attended the Tasman Revival meeting, including a number of Japanese entries, and a field of 32 F5000 cars will make up the grid in an historic support event at the 2009 Australian Grand Prix.

Furthermore, Mr Miller noted that MANZ has a range of different 'grades' of vehicle certification documentation (A, B, C, S and CR), and it is recommended that event organisers carefully review these documents and only accept vehicles with papers graded 'A' (full compliance).

The report was received and noted by the Commission.

**HC1277 PRE 1960 - GROUPS J, K & L**

Patrick Ryan gave a verbal report to the Commission.

Mr Ryan reported that at present there are 3 Group J vehicles being built. Group K is experiencing difficulties with incorrect tyres being fitted to 4 inch rims. Mr Ryan is working on establishing a formula to ensure cars are presented in correct specification and will submit a report on this at the next meeting.

The Commission noted Mr Ryan's concerns and confirmed its support of his work on these matters.

**HC1278**

**GROUPS F, P, Q & R**

Peter Addison tabled a written report for the consideration of the Commission.

Mr Addison reported that Groups Q and R numbers are down on recent years, Group F continues to grow with 57 cars entered for the 40<sup>th</sup> Anniversary of Formula Ford events to be held at the Phillip Island Classic and Group P owners/drivers are opposed to being included in races with Groups Q and R.

The report was received and noted by the Commission.

**HC1279**

**HISTORIC PRODUCTION-BASED ELIGIBILITY COMMITTEE & GROUP S, T & U REPORT**

Bruce Richards gave a verbal report to the Commission.

Mr Richards reported that a number of updates to Group N and S specification sheets are being processed at present and all Eligibility Officers have now received a CD-ROM with all of the relevant files. Alan Steel is confirmed as taking on Group U eligibility matters. To date only one Group U and one Group T application have been received.

**HC1280**

**GROUPS N, A & C**

Bill Cutler tabled a written report for the consideration of the Commission.

Mr Cutler reported that there are a number of new cars being built. A new club speed event championship has been introduced by the HTCAV which has led to an increase in membership. A field of 33 Group A and C cars have entered for the Phillip Island Classic and engine sealing has not been maintained for these classes in recent times and needs to be reinvigorated.

Mr Cutler also noted that the Group C Association appears to be experiencing internal difficulties at present and as a result a number of former members have joined the HTCAV.

The report was received and noted by the Commission.

**HC1281**

**REGULARITY/ OTHER EVENTS**

Peter Hall advised that there was nothing to report.

The Commission engaged in general discussion about the driving standards within regularity events and reiterated the fact that the Clerk of the Course, Stewards of the Meeting and Driving Standards Observer are responsible for managing this.

Mr Hall volunteered to undertake a review of recent regularity results to monitor the relativities between the pace of certain vehicle makes and models which compete in both regularity and racing events.

**HC1282**

**HISTORIC MOTOR SPORT IN TASMANIA**

David Dungey tabled a written report for the consideration of the Commission.

Mr Dungey reported that Group N was proving popular in Tasmania, and efforts are being made to get more sports and racing cars into competition. The MGCC Tasmania will be running the first historic race meeting at Baskerville in September for all groups except groups A and C, and the Longford Council and Local Government are proposing a 'Speed on Tweed'-style event for Longford in 2010.

The report was received and noted by the Commission.

**HC1283**

**HISTORIC MOTOR SPORT IN WESTERN AUSTRALIA**

Stuart Kostera tabled a written report for the consideration of the Commission.

Mr Kostera reported that the WA Historic Motor Sport Panel is endeavouring to bring the Clem Dwyer event back to its former glory and attract competitors from the eastern states. Group N will again be a support category for the Barbagallo round of the V8 Supercar Series, and a handful of local competitors travelled to South Africa recently to compete in a series of three historic racing events.

The Commission queried a proposed 'International' historic race meeting to be held in Western Australia in October 2010. Mr Kostera advised that the event is unlikely to occur.

The report was received and noted by the Commission.

**HC1284**

**EVENT PROMOTERS**

John Hunter tabled a written report for the consideration of the Commission.

Mr Hunter reported that the Eligibility Officer Conference was seen as a positive step towards training and development of eligibility officers.

A number of parties expressed their concern regarding the proposed 'graded' COD system (refer HC1288).

Mr Hunter queried the CAMS administration staffing situation. The Executive Officer reported that significant improvements had been made to the processing of COD's and logbooks, and an additional resource in the form of a Logbook Coordinator has resulted in an improvement in the service delivery of the department. There is a need to employ a person to be trained in the role of Technical Advisor, however budgetary constraints prevent this from occurring at this point in time.

*It was **MOVED** J.Hunter/B. Cutler that the Commission are very concerned about the succession planning of the CAMS historic department and the need to improve service delivery.*

## **CARRIED**

Mr Hunter reported that the need for divisionalised accounts is still high on the agenda. The Executive Officer advised that due to the current licensing structure, it is very hard to provide statistics on historic competitors. Bill Cutler volunteered to assist Mr Hunter in collating statistics to complete this task. The Commission supported the offer of Mr Cutler to assist in the generation of financial statistics for the historic discipline.

**ACTION:** Mr Cutler and Mr Hunter to collate information on historic competitors to generate financial statistics and in particular the income generated from licences issued to historic competitors.

Lastly, Mr Hunter expressed great concern for the targeted scrutiny process, as it continues to cause problems for competitors travelling between states. It does not appear to be in operation in Queensland at all, and there have been reports that audits are not being recognised by interstate scrutineers.

**ACTION:** Executive Officer to consult with the Manager, Technical and Homologation and report back to the Commission on this matter.

## **HC1285**

### **EXECUTIVE OFFICER'S REPORT**

Rebecca Drummond gave a verbal report to the Commission.

Ms Drummond provided a summary of statistics for logbook and COD activity for the year 2008 (refer Attachment A).

Ms Drummond reported that Graham Hoinville has returned to work two days per week. The team continues to work their way through the backlog of COD applications and is making good progress. Revamped COD and Group N & S application forms are now available on the CAMS website.

The Eligibility Officer Conference was a great success, all Eligibility Officers were provided with a tool kit to assist them in their duties, and a number of outstanding eligibility matters were resolved. It is envisaged that a face to face meeting will occur annually, subject to budgetary constraints.

A new CAMS website will be launched during the Australian Grand Prix. Information such as specification sheets will be made available on the website. The current information will be reviewed and updated, however this will not be done in time for the launch and is expected to take a few months.

### 3 MATTERS ARISING FROM PREVIOUS MINUTES

#### HC1286 5<sup>TH</sup> CATEGORY POLICY STATEMENT

The Chairman tabled the amendments to the Policy Statement as requested at the October meeting for the consideration of the Commission.

Two further amendments were made to the document.

*It was **MOVED** B. Richards/S. Kostera that the Commission accept this document and asked that it be submitted to the Board for approval.*

#### **CARRIED**

ACTION: Executive Officer to submit to the Board for approval.

#### HC1287 TERMS OF REFERENCE

The Chairman tabled the HEC and HPBEC Terms of Reference for the consideration of the Commission.

A number of minor amendments were made to the document.

*It was **MOVED** P. Addison/B. Miller that the Commission accept these documents.*

#### **CARRIED**

ACTION: The Executive Officer to make the final amendments and distribute the approved documents to the Committee members.

The Executive Officer also advised that a standard set of Terms of Reference and a schedule of generic and specific functions were being prepared for all Commissions, and these should be available for consideration and comment by the Commission in the coming months.

#### HC1288 GRADED COD SYSTEM PROPOSAL

The Executive Officer expressed concern that the proposed system would have an adverse impact on the administration by increasing workload. It is feared that a large number of owners would seek to have their COD upgraded to 'gold' status.

Feedback on the proposed system from Eligibility Officers resulted in vigorous discussion between Commissioners. As a result, a matrix was formulated to explain what type of COD a vehicle would be eligible for:



	<b>Cars w' complete history, in correct specification &amp; livery</b>	<b>Cars w' complete history, but using approved substitute components or with incorrect livery</b>	<b>Cars w' incomplete history</b>	<b>Jb, Kb, Lc &amp; Gp T competition variants</b>
<b>Gold COD</b>	Yes	No	No	No
<b>Standard COD</b>	No	Yes	No	No
<b>Qualified COD</b>	No	No	May be considered	Yes

The Commission resolved that the graded COD system be introduced as of 1<sup>st</sup> July 2009 and that any applications for upgrades of existing COD's will be accepted from 1<sup>st</sup> January 2010 onwards.

The Commission also resolved that the wording of the graded COD proposal be altered to reflect the changes as agreed in the discussion and that the definitions of each category listed above be outlined.

*It was **MOVED** P. Ryan/D. Dungey that a fee for an upgrade be introduced and be set at 50% of the cost of a COD.*

**CARRIED**

ACTION: The Chairman to amend the proposal and circulate to the Commission. The Executive Officer to publish a media release detailing the new system.

**HC1289**

**APPENDIX K AND HTP TRAINING**

Paul Hamilton advised the Commission of the introduction of a revised HTP application form. Mr Hamilton also explained the need for a transfer of current knowledge to others for succession planning purposes.

It was resolved that a sub-committee be formed to oversee the development of a process for the issue of HTP's. The Committee will consist of Mr Hamilton, Mr Caldersmith, Mr Hoinville, Mr Miller and Ms Drummond.

ACTION: Sub-committee to develop a process for the issuing of HTP's and facilitate the transfer of knowledge regarding Appendix K.

***The meeting was adjourned at 5.45pm on Friday 6<sup>th</sup> March 2009.***

***The meeting was reconvened at 8.30am on Saturday 7<sup>th</sup> March 2009.***

**HC1290**

**STANDARD ELIGIBILITY REPORT FORM**

The Executive Officer tabled the redesigned Eligibility Report form for the information of the Commission.

**HC1291**

**GROUP J & K SPECIAL DOCUMENTATION**

Mr Ryan advised that work on this task is ongoing.

**HC1292**

**GROUP M & O SPORTS AND RACING & FORMULA VEE ISSUE**

Following discussion at the October meeting, the Executive Officer conducted an investigation into the combining of these groups at the 2008 Historic Winton event and reported that a Targeted Risk Assessment had been submitted and approved, and that permission had been granted by the then Manager, Historic Motor Sport, Steven Daws.

Mr Hunter suggested that provision be made for indicative lap times to be included on entry forms for regularity events.

**HC1293**

**INDY CAR CUT-OFF DATE**

Following discussion at the October meeting, Paul Stubber was asked to provide further information on the reasoning for the proposed cut-off dates for Indy Cars.

Mr Stubber advised the proposed cut off date of 1986 was selected to exclude cars with full carbon fibre tubs and to align with the current cut off date for Group R.

The Commission then discussed the possible inclusion of turbo-charged Indy Cars into Group R. The Commission noted that earlier Indy Cars were already accommodated in Groups O and Q and that a number of other turbo-charged vehicles were already catered for in historic racing, such as F1 vehicles, long distance sports-racing cars in Group R, and Historic Touring cars in Group A. Concerns were raised on the ability of eligibility officers to govern the boost restrictions applicable on turbo-charged engines in the period as well as the 2.5 bar limit on Formula 1 cars and it was suggested that turbos be sealed to overcome this issue.

The Commission resolved to accept the proposal and the inclusion of Indy Cars, including those with turbo-charged engines, into Group R with a suggested cut-off date of December 31 1986.

**ACTION:** Executive Officer to work with the Chairman of the HEC to determine an introduction date for this additional type of vehicle within Group R, and to amend the CAMS Manual accordingly.

**HC1294**

**HILLCLIMB AND FORMULE LIBRE VEHICLE POLICY**

Paul Hamilton and Tony Caldersmith tabled a submission for the consideration of the Commission.

Messrs Hamilton and Caldersmith recommend that Group R be extended to include Formule Libre vehicles with a competition history in Australian events prior to 31 December 1985.

The Commission discussed the submission and noted that where cars have a competition history limited to sprint or hillclimb events, Eligibility Officers will need to confirm the suitability of the vehicle's specification to meet the normal regulatory requirements for circuit racing. If the vehicle, in period specification, does not meet the requirements, then the logbook and COD should be endorsed 'not suitable for circuit racing'.

The Commission resolved to support the recommendation made by Messrs Hamilton and Caldersmith to extend Group R to include Formule Libre vehicles with a competition history in Australian events prior to 31 December 1985.

ACTION: Executive Officer to work with Mr Hamilton to develop the appropriate wording and make the necessary amendments to the CAMS Manual.

#### **HC1295**

#### **GROUP M TYRES**

Following discussion at the October meeting, Bryan Miller was asked to contact Dunlop and confirm supply of the correct period tyre for Group M before making an alteration to the listing of approved tyres.

Mr Miller confirmed availability of the correct tyres, however the Commission acknowledged the need for a transition period before the proposed changes take effect.

The Commission resolved to accept Mr Miller's proposal to remove Dunlop and Avon Formula Ford tyres from the list of approved tyres for Group M from 1/1/2011.

ACTION: Executive Officer to publish a media release on the pending changes.

***Mr Kostera declared an interest in this matter.***

### **4 APPEALS TO THE HISTORIC COMMISSION**

#### **HC1296**

#### **BRENNAN APPEAL**

It is expected that this matter will be resolved with the introduction of the graded COD system.

### **5 NEW BUSINESS**

#### **HC1297**

#### **GROUP T/DUAL CLASSIFICATIONS**

Tony Caldersmith tabled a submission for the consideration for the Commission.

Mr Caldersmith recommended that the Group T rules should cater for owners who have cars that have a competition history and are eligible for Group T, but wish to

keep the car in Group S specification, but still wish to have the car's period history recorded.

The Commission discussed Mr Caldersmith's proposal and agreed that it was important to retain such cars' history.

The Commission resolved to accept Mr Caldersmith's recommendation to leave these vehicles classified as Group S, but issue a qualified Certificate of Description, which identifies that the vehicle has a competition history and specification which cannot be used in Group S events. The logbook should retain Group S classification until the car is converted to Group T Certificate of Description specification.

ACTION: Executive Officer to work with Mr Caldersmith to develop the appropriate wording and make the necessary amendments to the CAMS Manual.

#### **HC1298**

#### **DRIVING STANDARDS OBSERVER APPOINTMENTS**

The Executive Officer tabled a submission for the consideration of the Commission.

Upon the recommendations of Mr Kostera, it is proposed that the following persons be reappointed to the role of Driving Standards Observers for a period of 2 years:

Mr Kevin Bartlett, Mr Peter Mohr, Mr John Harvey, Mr Stuart Kostera, Mr Robert Piper, Mr Lyndon Sperring.

*It was **MOVED** P. Hall/J. Hunter that the above named persons be appointed to the role of Driving Standards Observer for 2009-2010.*

#### **CARRIED**

ACTION: The Executive Officer to provide letters of appointment to the above named persons.

#### **HC1299**

#### **ELIGIBILITY COMMITTEE APPOINTMENTS**

The Executive Officer tabled two submissions for the consideration of the Commission.

Upon the recommendations of Mr Miller, it is proposed that the following persons be appointed to the Historic Eligibility Committee for a period of 2 years:

Mr Patrick Ryan, Mr Brian Beasy, Mr David Dungey, Mr Charlie Mitchell, Mr Peter Boel, Mr Kevin Shearer, Mr Greg Hepburn.

*It was **MOVED** S. Kostera/ B. Richards that the above named persons be appointed to the Historic Eligibility Committee for 2009/2010.*

Upon the recommendations of Mr Richards, it is proposed that the following persons be appointed to the Historic Production-based Eligibility Committee for a period of 1 year:

Mr Greg King, Mr Alan Steel, Mr David Twigg, Mr David Armstrong, Mr David Dungey, Mr Frank Lowndes, Mr John Kingcott.

*It was **MOVED** S. Kostera/ B. Richards that the above named persons be appointed to the Historic Production-based Eligibility Committee for 2009.*

ACTION: The Executive Officer to provide letters of appointment to the above named persons.

#### **HC1300**

#### **TECHNICAL COMMISSIONER APPOINTMENTS**

The Executive Officer tabled a submission for the consideration of the Commission.

Ms Drummond recommended that the following persons be reappointed to the role of Technical Commissioner for a period of 1 year:

Mr Bryan Miller (sports and racing vehicles), Mr Bruce Richards (touring and production vehicles), Mr Frank Lowndes (Group A and C), Mr David Twigg (Group N).

*It was **MOVED** P. Hall / S. Kostera that the above named persons be appointed to the role of Technical Commissioner for 2009.*

ACTION: The Executive Officer to provide letters of appointment to the above named persons.

#### **HC1301**

#### **ELIGIBILITY OFFICER CONFERENCE FEEDBACK**

An Eligibility Officer Conference was held on 28<sup>th</sup> February 2009 in Melbourne. This event was the first face-to-face meeting of eligibility officers since late 2005 and it was noted that due to the current budgetary situation, specific Board approval was required in order to hold the event.

The Chairman reported that the conference was well received after a long period of animosity and all feedback has been very positive. The Chairmen of the Committees will hold further meetings via teleconference on an 'as needed' basis and it is hoped that a face to face meeting will occur annually from now on, as per the terms of Reference of the HEC and HPBEC.

#### **HC1302**

#### **TEMPORARY PERMITS**

The Executive officer tabled a submission for the consideration of the Commission.

Ms Drummond reported that a large number of COD applications were being received with requests for the immediate issue of a temporary permit to allow the applicant to compete at events. Ms Drummond recommended that a fee of \$115 be introduced for the issue of temporary permits for vehicles whose application for COD is lodged inside of the 6 week timeframe that is required to process applications.

The Commission discussed the proposal and noted the concerns of the administration, and reiterated that the approval for the issue of temporary permits lay with the Chairman of the relevant Eligibility Committee, not the Administration. The Commission agreed that temporary permits should be issued free of charge for vehicles whose application was submitted in respect of the 6 week timeframe but was being delayed for internal reasons.

The Commission resolved to support the trial of a fee, effective from 1<sup>st</sup> April 2009, for the issue of temporary permits for vehicles whose application for COD is lodged inside of the 6 week timeframe and asked that the Executive Officer report back on this at the next meeting.

**ACTION:** Executive Officer to implement the trial and report back to the Commission at next meeting.

The Commission also discussed whether a refund policy was necessary for COD applications that are rejected. It was noted that the same amount of labour goes into applications that are eventually rejected and as such a refund is not appropriate.

It was resolved that the COD application fee is non-refundable and that the application form be amended to note this.

**ACTION:** The Executive Officer to make the necessary amendments to the COD application form.

## **HC1303**

### **FORMULA VEE ENGINE SEALING**

HFVAA President Steve Batty addressed the Commission on the issue of engine sealing for Formula Vees. Mr Batty reported that engines for these cars have always been sealed and the rule applies to all vehicles, regardless of whether the owner is a member of the HFVAA or not. Mr Batty reported that a number of competitors have disputed this requirement, questioning the HFVAA's authority. Furthermore, in some cases competitors were having their engines sealed by contemporary sealers incorporating components that were ineligible for historic competition, and as a result the HFVAA has asked for the Commission's support in resolving this matter.

The Commission noted receipt of a letter from Mike Devine in relation to the same issue and the concerns of Mr Batty and the HFVAA.

The Commission reiterated their support of the HFVAA (as minuted in HC1258) and confirmed that properly sealed engines are required. The Commission was reminded that a listing of approved engine sealers was available from the HFVAA website, with sealers were now available in all states, and that the individuals listed were prepared to travel to the location of the vehicle in order to facilitate the process.

ACTION: Bryan Miller will work with the HFVAA to resolve the current issues.

#### **HC1304 INTEGRATED MOTORING MANAGEMENT SYSTEM**

Tarron Newman made a presentation to the Commission on the new CAMS Integrated Motoring Management System (IMMS).

IMMS was developed to provide a consistent framework in which all aspects of our sport can be grouped. Six categories make up the framework, which are 'Race', 'Speed', 'Rally Road', 'Off Road', 'Auto Test' and 'Social'. It was noted that historic motor sport covers all aspects of the IMMS spectrum, but would be most predominantly covered by 'Race'.

The Commission welcomed the introduction of the IMMS framework and noted the importance of such a system in managing our sport into the future.

The Commission thanked Mr Newman for his presentation.

#### **HC1305 FORMULA SUPER VEE PROPOSAL**

Bruin Beasley tabled a submission for the consideration of the Commission.

Mr Beasley proposed that Formula SuperVee vehicles be permitted for inclusion in Group R with a cut off date of 31<sup>st</sup> December 1990, the point at which 1800cc engines were introduced. Mr Beasley was joined by John Bowe, who spoke of his past experiences in racing Formula Atlantic/Pacific vehicles overseas and his desire to experience other vehicles from that period that he was unable to drive at the time. Mr Bowe also commented on the popularity of the vehicles overseas, the reliability of their VW Golf-derived engines (and hence their suitability for inclusion in historic racing) and his intention of buying one should the proposal be accepted.

The Commission discussed the proposal and noted that in view of the adverse reaction to the Commission's earlier decision to include Formula Ford 2000 vehicles in Group R, the inclusion of these vehicles should be considered carefully. The Commission noted that the vehicles are comparable to Australian Formula 2 vehicles in performance and chassis design, and should the proposal be accepted would be inferior in performance to the current Formula Atlantic cars competing in Group R. Consideration was also given to the ability to assess the vehicles for eligibility, given that they were never raced in Australia.

*It was **MOVED** P. Hall / D. Dungey that the Commission permit the inclusion of Formula SuperVee in principle, subject to further information being supplied in*

*regards to chassis, technology and yearly upgrades, and that permission be granted for the issue of an 'evaluation permit' for the Eastern Creek race meeting on the 2/3 May in the interim, following submission of a COD application and inspection by Bryan Miller.*

### **CARRIED**

A formal decision regarding the inclusion of Formula SuperVee will be made at the next meeting.

ACTION: The Executive Officer to issue an 'evaluation permit' to Mr Beasley upon receipt of a COD application for his 1983 Martini Formula SuperVee.

### **HC1306**

#### **FORMULA FORD MINIMUM WEIGHT**

Peter Mohr tabled a submission for the consideration of the Commission.

Acting on behalf of the organisers of the forthcoming 40<sup>th</sup> Anniversary Historic Formula Ford Series, Mr Mohr proposed that a standard minimum weight of 495kg including driver be adopted for Formula Ford vehicles competing in this series.

In addition to Mr Mohr's submission, Paul Hamilton made a submission on the same matter.

Mr Hamilton proposed that the Group F regulations be amended to specify that all Formula Ford vehicles must comply with the minimum weight requirement that was applicable in the year to which the vehicle's current specification relates, in summary, "as it was, so it shall be."

The Commission discussed both submissions at length.

The Commission rejected Mr Mohr's proposal, and resolved to accept Mr Hamilton's proposal that minimum weight requirements be as was specified in the year to which the vehicle's specification relates.

ACTION: The Executive Officer to make the necessary amendments to the CAMS Manual.

### **HC1307**

#### **FORMULA FORD EXTENSION**

At the September 2007 meeting, it was resolved that the Commission would not formally consider the inclusion of Formula Ford racing cars with racing histories established between the end of 1983 and up to a proposed cut off date of 31 December 1989 into the 5<sup>th</sup> Category again until 2009, unless the Duratec engine was introduced into State Championship level competition in NSW and Victoria.

Subsequent to this, Victoria has recently agreed to the use of Duratec engines in State Championship competition from 2009, however these vehicles will not be eligible for championship points and events will be run with split starts, with the



current Kent-engined Formula Fords starting first and contesting the Victorian State Championship. It is understood that NSW continues to deliberate on the matter.

The Chairman informed the Commission that the CEO, President and himself had agreed that, due to a perceived conflict of interest by the Chairman and Deputy Chairman, the matter should be referred to the Board for resolution by an Independent Review Committee.

The Commission engaged in vigorous discussion and expressed its disappointment in the involvement of the Board in this matter, but under the circumstances respected the Board's wishes. It was noted that a number of members had been extensively and inappropriately lobbied by those opposed to the introduction of the cars to the 5<sup>th</sup> Category, and that both the Chairman and Deputy Chairman have previously declared their interests in the matter.

*It was **MOVED** S. Kostera that the Commission, in conjunction with the Board will make a decision on the extension of Formula Ford at the next meeting.*

#### **MOTION LOST**

The motion lapsed for want of a seconder.

The Commission resolved to make a firm recommendation to the Board on the matter, however a number of points must be considered, including the timing of the introduction of the cars, the cut off date and some eligibility issues.

The Commission recommended the formation of a sub-committee of the Board to receive submissions from key stakeholders before making a decision on the timing of the inclusion of these vehicles in the 5<sup>th</sup> Category.

**ACTION:** Executive Officer to circulate a draft recommendation for the Commission's consideration, which, once agreed will be forwarded to the Independent Review Committee for its consideration, along with the views of key stakeholders and interested parties.

### **HC1308**

#### **GROUP A & C ELIGIBILITY**

Barry Thew and Beach Thomas tabled a submission on behalf of the Group C Association for the consideration of the Commission.

Messrs Thew and Thomas discussed the association's concerns relating to the graded COD system, the procedure for determining eligibility of Group A & C vehicles and the need for the association to become more involved with the approval of COD applications.

The Commission noted the concerns of the association and explained the graded COD process to Messrs Thew and Thomas. The Commission also explained the process by which clubs and associations can nominate persons to be considered

for the role of Eligibility Officer, noting that persons nominated by the association have been both accepted and rejected in the past.

The Commission also discussed the process by which vehicles are assessed for eligibility, including vehicles that have been reshelled and vehicles from overseas.

Messrs Thew and Thomas are now more comfortable with the explanation provided by the Commission on these matters and re-stated the desire of the association to be involved in the eligibility process. The Commission noted that other clubs were also attracting owners of Group A and C cars to their membership, and that all interested parties should be involved.

## **HC1309**

### **GROUP R ADDITIONS**

Bryan Miller tables a submission for the consideration of the Commission.

Mr Miller recommended that the submission made by Messrs Addison, Mohr and himself at the April 2008 meeting (refer HC1193) regarding no further additions to Group R be considered.

The Chairman acknowledged that this item was not discussed and no resolution was made.

Mr Miller expressed concern at the number of different vehicles within Group R and whether these are a good representation of Australian motor sport history. Mr Miller also raised concern regarding cars that were being purchased and the owners subsequently applying to the Commission for the vehicle to be included in Group R.

Paul Hamilton reminded the Commission that no category other than Group A and Nc limits vehicles to being of Australian origin only, and that Group R was introduced to cater for the many different formulae that were in operation world-wide during the period.

The Commission voted on Mr Miller's proposal, 6 for, 3 against.  
The proposal was denied.

Further to this discussion, Mr Hamilton suggested that a sub-committee be formed to conduct a review of Group R cut-off dates and that consideration be given to potential additions to the categories within this group.

The Commission resolved to accept Mr Hamilton's suggestion subject to submissions being sought and eligibility being involved. The Commission resolved that the review will begin at the next meeting.

Mr Hamilton then recommended that the Group R regulations be amended to remove two rules which are now covered under the Group F regulations.

The Commission resolved that the Group R regulations be amended as follows:

*Engine: ~~Vehicles equipped only with the updated engine during the group period may not use the original engine. Original engines must comply in full detail with the specifications set out for such engines in the 1970/71 CAMS Manual; updated engines must comply in full detail with current Formula Ford engine regulations save that the water pump must be mechanically driven and in the original location. Vehicles with turbocharged F1 engines are restricted to a maximum of 2.5 bar total boost.~~*

*Final drive: ~~Torque biasing, limited slip and locked differentials are not permitted in Formula Ford cars or on other vehicle types which were not permitted to use such equipment in the period.~~*

ACTION: The Executive Officer to make the necessary amendments to the CAMS Manual.

**HC1310**

**VHRR PARTICIPATION IN HISTORIC ADMINISTRATION**

The Chairman advised that this matter will be tabled at the Strategic Planning Workshop on 8<sup>th</sup> March 2009.

**CLOSE**

The Chairman thanked all of those present for their contributions, noting that the agenda had been completed within the allotted timeframe, and declared the meeting closed at 4.40pm on 7<sup>th</sup> March 2009.

The date of the next meeting will be 21<sup>st</sup> & 22<sup>nd</sup> August 2009 in Melbourne.

I have sighted these minutes and believe they are a true and accurate record of the meeting.

**Bob Cracknell**

Chairman  
Historic Commission

Distribution

Board of CAMS Ltd

Historic Eligibility Committee

Chairman - AMRC

Historic Commission

Historic Eligibility Officers

CEO

Historic Production Based Eligibility Committee

Senior Managers

Historic Clubs/Promoters

State Managers

***Items for action***

<b>Minute number</b>	<b>Action</b>	<b>To be actioned by</b>
HC1275	Roll over protection certification	Executive Officer/T. Caldersmith
HC1275	Accident database/component failure reporting processes	T. Caldersmith
HC1275	Head restraints	Executive Officer
HC1284	Financial statistics	B. Cutler/J. Hunter
HC1284	Targeted scrutiny	Executive Officer
HC1286	Policy Statement	Executive Officer
HC1287	HEC and HPBEC Terms of Reference	Executive Officer
HC1288	Graded COD implementation	Chairman/Executive Officer
HC1289	HTP and App K sub committee	PH, TC, BM, GH, RD
HC1293	Indy cars – Group R	Executive Officer/B. Miller
HC1294	Formula Libre vehicle policy	Executive Officer
HC1295	Group M tyres	Executive Officer
HC1297	Group T/multiple classifications	Executive Officer/T. Caldersmith
HC1298	Driving Standards Observer appointments	Executive Officer
HC1299	HEC & HPBEC appointments	Executive Officer
HC1300	Technical Commissioner appointments	Executive Officer
HC1302	Temporary permit fee trial	Executive Officer
HC1302	Amendment to COD application	Executive Officer
HC1303	Formula Vee engine sealing	Bryan Miller
HC1305	Super Vee evaluation permit	Executive Officer
HC1306	Formula Ford minimum weight	Executive Officer
HC1307	Formula Ford recommendation	Executive Officer/Commissioners
HC1309	Group R amendments	Executive Officer

### **Motions**

<b>Minute number</b>	<b>Motion</b>	<b>Status</b>
HC1267	Minutes of the previous meeting	Carried
HC1275	Amendment to 5 <sup>th</sup> Category Regulations – Head Restraints	Carried
HC1284	CAMS Administration succession planning	Carried
HC1286	Policy Statement	Carried
HC1287	HEC and HPBEC Terms of Reference	Carried
HC1288	Graded COD upgrade fee	Carried
HC1298	Driving Standards Observer appointments	Carried
HC1299	HEC & HPBEC appointments	Carried
HC1300	Technical Commissioner appointments	Carried
HC1305	Formula SuperVee approval in principle	Carried
HC1307	Formula Ford extension	Lost

## Attachment A

### 2008 Historic Activity Statistics as at 26 Feb 09 (May to Dec 2008)

68	COD's Completed
25	Group N & S logbooks issued
12	AIP's received
2	Group N & S logbooks pending
26	COD's pending
33	Continuations
4	Replacements
9	Change of details
36	Change of ownership
2	HTP's
<b>2008 Breakdown of completed applications by grouping</b>	
18	N
17	R
12	A
11	S
8	V
6	Q
6	L
5	C
2	K
2	P
2	F
2	F5000
1	O
1	M
0	J, T, U
<b>Breakdown of pending COD applications by year of receipt</b>	
4	2005
6	2006
7	2007
26	2008
<b>43</b>	
<b>Breakdown of AIP's still on file by year of receipt</b>	
1	2004
5	2005
3	2006
6	2007
12	2008
<b>27</b>	