



**HISTORIC COMMISSION
26 & 27 April 2008
Stamford Plaza – Sydney Airport**

Present: Bob Cracknell (Chairman)
Tony Caldersmith (Deputy Chairman)
Patrick Ryan
Peter Hall
Stuart Kostera
David Dungey
Peter Addison
Bruce Richards
Bryan Miller
Robert Piper (CAMS Board)
Paul Hamilton (FIA Historic Commission)
Michael Smith (Executive Officer)

Visitors Dr Michael Henderson (Chairman – AIMSS)
John Hunter (Chairman – AHMRC)
Steve Daws (CAMS State Manager – Victoria) - Saturday only

Apologies Graham Hoinville
Brian Reed
Mike Devine
John Sheppard

OPENING

The Chairman declared the meeting open at 0930hrs

He welcomed Bryan Miler as a new member of the Commission and visitors, John Hunter, Dr Michael Henderson and Steven Daws.

The Chairman noted the departure of Peter Mohr from the Commission and acknowledged his significant contribution to the Commission and historic motor sport.

It was **MOVED** S. Kostera/ P. Hall that the Commission write to Pete Mohr to thank him for his contribution.

CARRIED

ACTION: BC

The Chairman thanked Tony Caldersmith for his nomination as Deputy Chairman. The Commission endorsed his nomination as Deputy Chairman and asked that his nomination be recommended to the Board.

ACTION: BC & MS

Finally, the Chairman advised the Commission that he was pleased to have been appointed Chairman and he looked forward to working with the Commission, the clubs and the broader motor sport community for the betterment of historic motor sport.

HC1162 MINUTES OF THE PREVIOUS MEETING

*It was **MOVED** T. Caldersmith/ P. Hall that the minutes of the Historic Commission meeting held 6 & 7 September 2007 be accepted as a true and accurate record of the meeting.*

CARRIED

1 SUMMARY OF DECISIONS MADE BETWEEN MEETINGS

HC1163 SIGNAGE APPROVALS – A1GP MEETING & PHILLIP ISLAND CLASSIC 2008

The Commission notes its approvals for signage at the 2008 Phillip Island Classic and the 2008 A1GP.

HC1164 DRIVING APPAREL STANDARDS

The Commission notes its approval of the Driving Apparel Standards as approved by the Board.

HC1165 GROUP T – DEFERMENT OF IMPLEMENTATION

The Commission noted the deferment of implementation for Group T. This issue has been carried over for discussion at this meeting.

2 PORTFOLIO REPORTS

HC1166 FIA HISTORIC MOTOR SPORT COMMISSION

Mr Hamilton submitted a written report for the consideration of the Commission.

The report was received and noted by the Commission.

HC1167 SAFETY REPORT

Mr Caldersmith submitted a written report for the consideration of the Commission.

The report was received and noted by the Commission.

HC1168 ELIGIBILITY REPORT

Mr Caldersmith submitted a written report for the consideration of the Commission.

The report was received and noted by the Commission.

The Chairman thanked Mr Caldersmith for his countless years of service in the role of Historic Eligibility Committee, Chairman.

HC1169 EVENT PROMOTERS

Mr Hunter tabled a report which outlined the outcomes of the competitor survey undertaken by AHMRC.

Mr Hunter acknowledged the assistance of Peter Mohr in the compilation of the report.

The report was received and noted by the Commission.

It was **MOVED** P. Hamilton/ P. Hall that the findings from the statistical analysis undertaken by AHMRC and the Historic Commission should be presented to the CAMS Board. Following the presentation, the Commission requests that a summary of this analysis be published via a joint media release from CAMS and AHMRC.

CARRIED

The Commission asked the Executive Officer to facilitate this.

ACTION: Executive Officer

Mr Hunter reported that the permit fee structure for Historic Race Meetings 2008 has been resolved. The Commission noted the preference of AHMRC to determine the split of permit fees for each of the Historic Race Meetings based on a total figure provided by CAMS. The Commission asked the Executive Officer to liaise with the CAMS Finance Manager in this regard.

ACTION: Executive Officer

Mr Hunter raised three issues of concern for the AHMRC. These being, the cost of Certificates of Description and Historic Log Books, the processing time of

Certificates of Description and Historic Log Books and the general service delivery of CAMS. The Commission noted these concerns and asked the Executive Officer to look in to these issues and to liaise with Mr Hunter on these issues accordingly.

ACTION: Executive Officer

HC1170 PRE 1960 (GROUPS J, K AND L)

Mr Ryan provided a verbal report.

The report was received and noted by the Commission.

HC1171 POST 1960

Mr Addison tabled a written report on Groups Q, R and F for the consideration of the Commission.

There was some general discussion on regularity activity at Historic Race Meetings and its impact of potentially excluding racing categories. The Commission acknowledged that this was an issue for each promoter, taking into account the desires of their individual membership and commercial considerations.

The report was received and noted by the Commission.

HC1172 TOURING CARS

Mr Cracknell submitted a verbal report.

He reported that he had met with a representative of the ACT3 Group in relation to the current situation with the Biante Touring Car Masters Series and the potential for there to be a continual transition of competitors and vehicles between this Series and the 5th Category Group N Touring cars. It was noted that where the owners of vehicles now competing in the Biante Touring Car Masters Series, and who may wish to return to Group N competition, the level of modifications now being allowed could make this a major exercise. However, consistent with the original agreement, the Commission will accommodate these vehicles providing they conform to the 5th Category Group N regulations.

The report was received and noted by the Commission.

HC1173 PRODUCTION SPORTS CARS (GROUP S & T)

Mr Richards submitted a verbal report.

The report was received and noted by the Commission.

HC1174 REGULARITY/ OTHER EVENTS

Mr Hall submitted a verbal report.

The report was received and noted by the Commission.

The Commission **also** considered a submission from Mr Kostera in relation to the Vehicle Eligibility for Regularity events. The Commission noted the changes that were made to the Vehicle Eligibility Requirements for Regularity events at its September 2007 meeting **which it felt addressed Mr Kostera's concerns** and thus was not moved to further amend these regulations at this time.

HC1175 FINANCE COMMITTEE

The Commission resolved to appoint the Chairman, the Executive Officer and Mr Hamilton to the Finance Committee for 2008.

Mr Smith provided the Commission with a verbal report on the divisionalised financial analysis. It was noted that this analysis had satisfactorily resolved the request from the Board at this time.

The Commission noted and received this report.

HC1176 HISTORIC MOTOR SPORT IN WESTERN AUSTRALIA

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

The report was received and noted by the Commission.

HC1177 HISTORIC MOTOR SPORT IN TASMANIA

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

The report was received and noted by the Commission.

3 MATTERS ARISING FROM PREVIOUS MINUTES

HC1178 AHMRC/ HC COMPETITOR SURVEY

Refer to minute HC1169

HC1179 PUBLICATION OF THE 130% RULE

The Commission noted that this had been published on the website

HC1180 PUBLICATION OF ACTIVITY CALENDAR

The Commission noted that this had been published on the website

HC1181 RESTRUCTURE OF HEC AND HTCEC

The Chairman notified the Commission that the restructure of the HEC and HTCEC was a work in progress. It was noted that the new structure should enable a shared workload and that there should be a clear line of authority between the Historic Administration and the respective Eligibility Committees. It was acknowledged that any changes to the structure and composition of these Committee's may require a change to their Terms of Reference.

ACTION: BC, BM, BR

HC1182 PREPARATION OF DIVISIONALISED ACCOUNTS

Refer to minute HC1175. It was noted that because of the removal of designated historic licences, a problem still existed in identifying the income generated from historic competitors.

HC1183 NCR REVIEW

The Commission noted the action arising from minute HC1134 and asked the Executive Officer to investigate if the deletion of NCR107 has any implications on historic race meetings that choose not to time.

ACTION: Executive Officer

HC1184 REVIEW OF MAINTENANCE STANDARDS

Mr Caldersmith reported that this was a work in progress.

HC1185 REVIEW OF INCIDENT DATABASE

As previously requested by the Commission (refer minute HC1141) the Executive Officer briefed the Commission on the proposed management of the incident database.

It was agreed that Mr Addison would speak to Kevin Bartlett (CAMS Historic Driving Standards Observer) about the proposed requirement to have all DSO's report incidents on the prescribed form so that the incident database be kept up to date.

ACTION: PA

It was further agreed that the Executive Officer should proceed with implementing the incident database plan as described.

ACTION: Executive Officer

HC1186 VEHICLE COMPATABILITY MATRIX

Dr Henderson tabled an updated copy of the Vehicle Compatibility Matrix, inclusive of the new categories that had been included into the 5th category.

The Commission resolved to adopt the amended Vehicle Compatibility Matrix as presented by Dr Henderson for inclusion in the CAMS Manual.

ACTION: PH, MH & Executive Officer

HC1187 GROUPS C & A – SPECIFICATION UPDATE REVIEW

The Commission noted the publication of the Group C & A Regulations in the CAMS Manual.

HC1188 ADDITIONS TO THE 5TH CATEGORY – STRATEGIC GUIDELINES

The Executive Officer tabled a paper for the re-consideration of the Commission that the Historic Commission Policy Document be re-submitted for approval and ratification by the Board.

The Commission asked the Chairman to incorporate a sentence into the policy statement to the effect that the inclusion of new Groups into the 5th category is not automatic after a particular category or vehicle type has not been eligible for contemporary motor sport for 10 to 15 years.

ACTION: BC

The Commission resolved to re-submit this policy statement to the Board for ratification/ approval and asked the Executive Officer to facilitate this once the Chairman had incorporated a sentence as detailed above in minute HC1188.

ACTION: Executive Officer

HC1189 HISTORIC PRODUCTION SPORTS CARS – GROUP T

Mr Caldersmith tabled a written recommendation regarding the implementation of Group T cars for the consideration of the Commission. It was acknowledged that Messrs Caldersmith and Hamilton had a number of minor issues to resolve in relation to the exact wording of the Group T Regulations and would recirculate the regulations for the approval of the Commission before they can be published in the CAMS Manual of Motor Sport.

ACTION: TC & PH

HC1190 GRADED C OF D SYSTEM

The Commission revisited the proposal as agreed at HC1155 at the 2007 September Commission meeting. The Commission agreed with the principle of gold, silver and bronze classification. The Commission resolved that implementation of this system should be initially limited to sports and racing cars only.

It was agreed that Mr Miller should further develop the concept, pricing structure and implementation plan for the further consideration of the Commission, which could be done by email. In developing this concept, Mr Miller needs to review the areas of the 5th category regulations that may need to be amended to accommodate such a change.

ACTION: BM

HC1191 STRATEGIC PLANNING WORKSHOP

The Commission confirmed its decision to organise a strategic planning workshop (refer minute HC1158) but agreed that this exercise should now be undertaken in the context of the CAMS Organisational Review. The Commission asked the Chairman to pursue implementation of this proposal noting that it remained desirable that Peter Mohr should be involved if he is still available.

ACTION: BC

HC1192 VEHICLE PROVENANCE AND IDENTIFICATION

Work in progress

HC1193 AUSTRALIAN FORMULA 2 EXTENSION

Mr Addison tabled a paper recommending that the cut-off date for Formula 2 Cars eligible for Group R in the CAMS 5th Category Regulations, be changed from 31 December 1985 to 31 December 1987.

The Commission resolved to accept this recommendation and asked the Executive Officer to issue a bulletin reflecting these changes.

ACTION: Executive Officer

The Commission noted a letter from Mr Tom Brickley in relation to this issue and asked the Chairman to respond accordingly.

ACTION: BC

4 APPEALS

HC1194 PETER BRENNAN

The Chairman tabled the written findings of the appeal lodged by Mr Peter Brennan with respect to his Elfin Traco Chev Historic Log Book and Certificate of Description application. This appeal and subsequent findings has been undertaken by Messrs Bob Cracknell and David Rapley.

The Commission considered the comprehensive report and findings compiled by Messrs Cracknell and Rapley and noted that the Report's recommendations had been contingent upon the Graded Certificate of Description process being in place. It was agreed therefore that Messrs Cracknell and Rapley be requested to reconsider their recommendations and revert at a later date. In the meantime it was agreed that in view of the extended nature of the case, Mr Brennan be allowed to compete under Temporary permits until the matter was finally resolved.

ACTION: BC

5 NEW BUSINESS

HC1195 DRIVER BEHAVIOUR REQUIREMENTS

Mr Hamilton tabled a written recommendation to amend article 2.1.3 of the 5th Category Regulations as follows;

2.1.3 Driver behaviour: Compared with contemporary racing, historic racing enjoys several exemptions from vehicle safety standards as apply to modern cars. These exemptions could result in a lower level of driver protection and thus the code of conduct in historic racing must recognise this situation. Drivers of faster cars ~~shall be expected to~~ abide by a code of conduct whereby they do not seek to improve their position in the race during the lapping of slower cars. Similarly, drivers of cars being lapped must not seek to improve their position in the race when being lapped.

The Commission resolved to accept this recommendation and asked the Executive Officer to publish the amendment in the CAMS Manual of Motor Sport.

ACTION: Executive Officer

The Commission discussed the matter of issuing Temporary Permits to Compete to overseas vehicles that compete in Historic Race Meetings within Australia. It was agreed that the Chairman should seek to discuss and resolve this issue with Mr Hunter.

ACTION: BC

HC1196 REVIEW OF OUTSTANDING 'RECREATION' APPROVALS

Mr Caldersmith reported on the two recreation approvals that have been granted.

HC1197 TEMPORARY PERMITS TO COMPETE

The Commission discussed the current process by which Temporary Permits to Compete are issued, noting the changes approved at the September 2007 meeting (refer minute HC1156). Peter Mohr submitted a written recommendation for the consideration of the Commission to further amend article 1.7 of the 5th Category Regulations, which had been amended at the September 2007 Commission meeting, as follows;

1.7 Temporary Permit to Compete: A temporary permit to compete, specific to the 5th Category – historic cars, is acceptable as an alternative to the possession of a Historic Certificate of Description (refer section 1.5) or a Historic Vehicle Log Book (refer section 1.6). Such permits may be issued at the sole discretion of CAMS in the following circumstances:

- where a vehicle is visiting temporarily from outside Australia (refer section 1.8) or
- where an application for a Historic Certificate of Description and/or a Historic Vehicle Log Book has been submitted and is in course of process at the time an event entry is submitted or
- where the Historic Commission, in conjunction with the relevant Eligibility Committee, wishes to evaluate a vehicle or vehicle type for possible future historic classification. ***Such vehicles must carry the identification letter of 'E' (Evaluation) adjacent to each of the numbers on the car. The vehicle should be listed in the result sheets to aid with the evaluation and take its appropriate place on the grid in the events however will not be eligible for any awards at the meeting.***

The Chairman brought to the attention of the Commission a submission from Mr Hoinville that recommended the rescission of the decision made by the Commission at Minute HC1156. The Commission considered and discussed Mr Hoinville's submission and were not moved to rescind their decision at minute HC1156.

The Commission resolved to accept the recommendation from Mr Mohr and asked the Executive Officer to publish the amendment in the CAMS Manual of Motor Sport.

ACTION: Executive Officer

HC1198 GROUP O – ELIGIBILITY OF EARLY F5000 VEHICLES

The Commission resolved that early Formula 5000 vehicles, such as the one owned by Mr John Bryant, should be classified as a Formula 5000 vehicle in Historic Motor Sport. It was noted that the Vehicle Compatibility Matrix would outline the most appropriate mix of vehicles with which such vehicles should compete.

HC1199 GROUP N AND S TYRE LIST – PUBLICATION OF APPROVED TYRE SIZES

The Commission noted the publication of the approved Group N & S Tyre list in the CAMS Manual. It was agreed that the full list, together with the specification details, should be published on the CAMS Historic Website.

ACTION: Executive Officer & TC

HC1200 PERIOD VEHICLE CATEGORY/ FORMULA EVENTS

Mr Hamilton tabled a written recommendation to amend article 2.1.1 of the 5th Category Regulations as follows;

2.1.1 General conduct of events: Circuit racing events for vehicles within the 5th Category may be programmed to cater for:
(i) **Group racing:** specific individual groups within the category; or
(ii) **Combined group racing:** a combination of several specific individual groups; or
(iii) **Divisional racing:** a combination of vehicles from any of the individual groups with eligible vehicles selected on the basis of their perceived compatibility in performance potential. Any number of events of this type may be programmed at any one meeting to divide the overall entry into compatible performance divisions. Engine capacity classes may be incorporated in any of these types of events or an overall engine capacity limitation placed on any event. It would generally be preferred that any engine capacity limitations selected be consistent with those commonly in use during the relevant period. No specific limitations are imposed on vehicle combinations which will be permitted in combined group or divisional events but fields should be structured in accord with the vehicle compatibility matrix set out in Table 1 and consist of vehicles which are generally compatible in performance potential. CAMS will hold the absolute discretion to disallow any proposed vehicle combinations which it considers might create safety hazards arising from speed

differentials or visibility problems. Within any group or combined group event, it will be permissible to include by invitation individual vehicles from other groups where such action is considered desirable to achieve the most performance-compatible field. Where such action is taken notation should be made in the program to record the subject vehicles' correct group classification and the event should be described in the program as including vehicles from other groups by invitation. When programming combined group or divisional racing events, consultation with the state member of the Historic Commission or Historic Eligibility Committee is encouraged to assist determination of the most compatible mix of vehicles.

(iv) Period Category/ Formula Racing: Events restricted to vehicles with a history of competition in period events for a particular vehicle category or formula (e.g. Formula 1, 2 or 3; Formula Pacific/ Atlantic; Formula Junior etc.). Such events may include provision for vehicles from more than one period category or formula and/ or may include vehicles from more than one 5th Category vehicle group subject to conformity with the limitations set out in the vehicle compatibility matrix.

The Commission resolved to accept this recommendation and asked the Executive Officer to make the necessary amendments in the CAMS Manual of Motor Sport.

ACTION: Executive Officer

HC1201 **CODE OF ETHICS**

The Chairman tabled a discussion paper relating to the development and implementation of a Code of Ethics for those people who hold an official position on behalf of CAMS within the 5th Category. The Commission resolved to accept the principal of having a Code of Ethics and asked the Chairman to further develop his paper so that it covers all those people who hold an official position within the 5th Category on behalf of CAMS, so that they can be published in the Historic Commission Policy Statement.

ACTION: BC

HC1202 **5TH CATEGORY REGULARITY TRIALS – VEHICLE ELIGIBILITY**

Mr Kostera tabled a written submission **seeking clarification of the Vehicle Eligibility Requirements as they relate** to amend article 2.3.4 of the 5th Category Regulations **as they relate to Regularity Vehicle Eligibility**.

The Commission was not moved to amend these regulations at this time. The Commission noted the changes that were made to the Vehicle Eligibility Requirements for Regularity events at its September 2007 meeting, which it

felt addressed Mr Kostera's concerns and thus was not moved to further amend these regulations at this time.

HC1203 HILLCLIMB VEHICLES IN GROUP R

Mr Hamilton tabled a written submission for the consideration of the Commission recommending that a sub-committee be appointed to investigate whether it would be appropriate to expand the range of vehicle types eligible for Group R to include Formula Libre vehicles with a competition history exclusively in hillclimbs and sprints.

The Commission resolved to accept this recommendation and appointed Messrs Hamilton and Caldersmith to the sub-committee.

HC1204 INCLUSION OF INDY CARS IN GROUP R

The Chairman provided a verbal report on the proposal to include Indy Cars into Group R of the 5th Category Regulations. Whilst the Commission was not opposed to this proposal, a formal submission will have to be tabled prior to approval being given. The Commission asked the Chairman to go back to the parties in question and ask that they submit a formal proposal for the consideration of the Commission.

ACTION: BC

HC1205 GROUP Sa WHEELS

Mr Caldersmith tabled a written submission recommending the article 3.5.2 of the 5th Category Regulations be amended as follows;

3.5.2 Production Sports Cars (1941 – 1960)

- (b) **Bodywork:** Rigid removable tonneau covers are permitted.
- (c) **Brakes:** Drum brakes may be modified or replaced with others of period type.
- ~~(d) **Wheels and tyres:** Wheels are required to be original in diameter and style (ie, steel wheels may not be replaced by alloy wheels). Rim width may not exceed 5" unless originally specified by the manufacturer, in which case the original width must be retained and~~
- (d) *Wheels: The wheels shall be either as supplied by the manufacturer or of a type approved by CAMS and which is in harmony with wheels used prior to 31 December, 1958. At all times the original wheel diameter shall be maintained, save that all cars originally fitted with 14" diameter wheels may use replacement 15" diameter wheels. The width of the rim may not exceed 5" unless originally specified by the manufacturer; in which case the rim width must be as originally supplied. Aluminium alloy type wheels***

may be fitted, but only of a design and style available prior to 31 December, 1958. 4" Pitch Circle Diameter (PCD) hubs may be modified or replaced for the purpose of accepting 100mm PCD wheels. Any replacement hubs must be of ferrous material.

The Commission resolved to accept this recommendation and asked the Executive Officer to make the necessary amendments in the CAMS Manual of Motor Sport.

ACTION: Executive Officer

HC1206

ADDITION TO GENERAL REGULATIONS, ARTICLE 1.5

Mr John Caffin submitted a written recommendation for the consideration of the Commission to amend article 1.8 of the 5th Category Regulations to amend the wording relating to Vehicle Eligibility for Visiting Vehicles. As a result of this recommendation, the Commission proposed the following changes;

3.1.2 Philosophy: The express purpose of these regulations is to ensure that vehicles in the various groups compete in a condition, mechanically and visually, compatible with the period of racing being portrayed. "Updating" in whatever form is not permitted. CAMS reserves the right to reject any vehicle which it considers not within the spirit of these regulations. Vehicles must conform with the appropriate group date specification in concept and in detail and which must represent one point in time in the vehicle's history. Where any doubt exists between Historic regulations and the original period specification, the latter will take precedence.

For Historic Groups other than Jb, Kb, Lc, S and N, a full history of the ownership and competition record of each vehicle should be provided to support any request for historic classification. This "line of history" should identify a continual chain of ownership and competition history dating from the manufacture of the vehicle until the present time. The "line of history" confirming the vehicle's provenance must follow the progressive history of the vehicle as an identifiable entity regardless of the possible replacement of any or, over time, all of the vehicle's component parts. Component parts which have been discarded or set aside, including a replaced chassis frame or body unit will not retain any intrinsic element of the "line of history" of the subject vehicle. Where a chassis or body unit has been replaced this will normally be noted in the Certificate of Description.

~~In selecting appropriate overseas vehicles to race for a limited period in Australian 5th Category events, in terms of article 1.8, both genuine historic cars with a competition history and reconstructions of significantly important historic vehicles that are known to have been lost or destroyed, and were approved as "authorised replicas" in the terms of the FIA Appendix K rules, are acceptable.~~

1.8 Visiting Vehicles: The CAMS policy for 'overseas' competitor vehicle eligibility documentation is as follows:

- It is necessary for paperwork evidencing the eligibility of the vehicle in its country of origin to be presented to CAMS (eg, FIA ~~HVE~~ **HTP**).
- In order to be used in competition, such vehicles are required to be the subject of a Temporary Permit to Compete issued by CAMS for each event in which it is entered.
- Overseas vehicles may be permitted to compete for up to 12 months from the date of issue of the first Temporary Permit to Compete, at the discretion of CAMS, without being required to hold a Certificate of Description. Thereafter the vehicle will require a CAMS Certificate of Description.
- If it becomes apparent that there is an eligibility problem with the vehicle, CAMS reserves the right to not issue a Temporary Permit to Compete for the vehicle. (Competitors should be aware of the requirements of Schedule L – Vehicle Log Books - refer Section 6.)
- ***In selecting appropriate overseas vehicles to race for a limited period in Australian 5th Category events, in terms of article 1.8, both genuine historic cars with a competition history and reconstructions of significantly important historic vehicles that are known to have been lost or destroyed will be acceptable.***

The Commission resolved to accept this recommendation and asked the Executive Officer to make the necessary amendments in the CAMS Manual of Motor Sport.

ACTION: Executive Officer

HC1207 BOOST RESTRICTIONS ON TURBO F1 ENGINES

Mr Hamilton tabled a written recommendation for the consideration of the Commission to amend the Group R Regulations to include a maximum boost pressure of 2.5 bar for turbo Formula One Cars.

The Commission resolved to accept this proposal and asked Mr Hamilton to pursue suitable methods for implementing this, and to develop appropriate wording for the Group R Regulations for the Executive Officer to incorporate in to the CAMS Manual of Motor Sport.

ACTION: Executive Officer & PH

HC1208 MODEL RUN-ON

Mr Hoinville tabled a written recommendation for the consideration of the Commission which suggested a review of the current Model Run-On policy. The

Commission thanked Mr Hoinville for his submission but was not moved to amend the policy at this time.

HC1209 SPORTS 2000 SUBMISSION

The Commission considered a written submission relating to Sports 2000 vehicles, and in particular the desire of owners to gain approval for the use of a number of specified engine components, and to undertake a measure of eligibility self-regulation. Whilst the Commission was not totally opposed to this proposal, a formal submission will have to be tabled prior to approval being given. The Commission asked the Mr Miller to go back to the parties in question and ask that they submit a formal proposal for the consideration of the Commission.

ACTION: BM

6. REVIEW OF BUSINESS PLAN

7. OTHER ITEMS

HC1210 CAMS ORGANISATIONAL REVIEW

Mr Piper and Mr Smith provided the Commission with an overview of the CAMS Organisational Review.

HC1211 EO APPOINTMENT

The Commission resolved to appoint Mr Allan Steele as an Eligibility Officer for Groups N, C & A and U and asked that the Executive Officer make the necessary arrangements to formalise this appointment

ACTION: Executive Officer

CLOSE

The Chairman noted that the meeting had been a productive one, thanked all those present for their attendance, and declared the meeting closed at 1505 on 27 April 2008

The date of the next meeting will be advised once determined.

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 Commission

Graham Hoinville

Brian Reed

National Managers

Historic Eligibility Committee

State Managers

Historic Eligibility Officers