



## AUSTRALIAN MOTOR RACING COMMISSION

### 154th AMRC MEETING SUMMARY 4/2018 (Face to Face Meeting of Regulatory and Strategic Working Groups) 10 JULY 2018

Issued 3 September 2018

#### COMMISSION COMPOSITION

Commissioners:

Chair: Lyndon Punshon (LP) 2018-2020					
REGULATORY WORKING GROUP			STRATEGIC WORKING GROUP		
Michael Dennis	MD	2018-2019	Fergus Cameron	FC	2018-2019
Ian Mayberry Dep Chair	IM	2018-2020	Paul Dumbrell	PD	2018-2020
Paul Overell	PO	2018-2019	Tim Edwards	TE	2018
Col Smith	CS	2018	Craig Fletcher	CF	2018
Vince Ciccarello	VC	2018-2020	Andrew Jones	AJ	2018-2020
			Bronte Rundle	BR	2018-2020

Board Member:

Graeme Emerton GE Board Portfolio Member

Administration (Regulatory Working Group)

Lawrie Schmitt LS CAMS Manager, Motor Sport Operations

Scott McGrath SMC CAMS Technical Manager / CEO Appointee to Commission

Trent Price EO CAMS Sporting Commissions & Championships Manager / EO to Commission

#### RACING ASSOCIATIONS – COMMISSIONERS PORTFOLIOS

Australian Sports Sedan Association	Mike Dennis
Improved Production Racing Association	Vince Ciccarello
Production Touring Cars	
Saloon Car Racing	Ian Mayberry
Sports Car Racing Association of Australia	Ian Mayberry

#### BUSINESS ARISING FROM THE MINUTES

##### MIN 2764 REARWARD FACING RAIN LIGHTS / STALL LIGHTS

###### Rain Lights

Schedule C (General Requirements of Automobiles) in the CAMS Manual will shortly be updated with the regulation pertaining to rain lights.

###### Stall Lights

The stall light activates when the engine stops; but CAMS data shows some 50% of the grid stalls are due to driveline failure with the engine still running and therefore a stall light would not be triggered to operate. CAMS is developing specifications for an in-car warning system of a stalled car that can be presented to the market-place for the development of warning systems.

##### MIN 2766 TRACKSIDE PARTICIPATION (FLAG HOURS) FOR COMPETITORS PRIOR TO UPGRADING FROM A PC LICENCE

The Commission has approved of guidelines for CAMS Member Services, and competitors, on what is required (and the options available) when competitors undertake the trackside participation element of their licence upgrade. These guidelines will be listed at Appendix A of the CAMS General Regulations: Competition Licences in the CAMS Manual.



## AUSTRALIAN MOTOR RACING COMMISSION

### **MIN 2767 FORMULA LIBRE**

#### Free Formula

It has been noted that the name 'Formula Libre' is applied to both Race and Speed but there are variances in vehicle specifications and this is causing confusion, where vehicles which compete in Speed are not necessarily suitable for participating in Race. The Commission considered that one or the other be renamed to differentiate vehicles and determined that Race would use the name 'Free Formula', which is used by the FIA ('Formula Libre' being an Australian term).

#### Engine Capacity

The Commission resolved that the current engine capacity regulations limiting engines to 5 litre will continue.

### **MIN 2768 VEHICLE COMPATIBILITY CHART**

A Vehicle Compatibility Chart developed in 2005 which was intended to be used as a recommended guide for persons conducting activities where more than one car is using a race circuit at the same time and the activity is not a designated race - for example, private practice or testing, discretionary practice at a race meeting etc - was presented to the Commission.

The types of cars, experience of the drivers, speed and performance of the cars, the prevailing conditions and the experience of the persons supervising the activity must be considered and a decision made taking into account these factors.

A Working Group of the Commission was nominated to finalise the Paper with a matrix applicable to the modern era.

### **MIN 2769 DRUG TESTING**

An information Paper reporting on a recent review of both the CAMS Alcohol and Illicit Drugs in Sport Policies and Procedures was brought before the Commission and Commissioners noted its contents.

These Policies are available on the CAMS website at Safety, Sustainability and Integrity.

### **MIN SG-002 ELECTRIC VEHICLES**

Two papers were put before the Commission. These stated there are some complex issues to consider with electric vehicles and these documents are intended to provide guidelines for organisers/promoters if an electric vehicle is entered in an event/meeting

#### 1. 'Electric Vehicle Response (EVR) – The 5 Step Process'

In order to simplify the process of handling electric vehicles, the following 5 step process has been produced. It is assumed that the car has stopped on the circuit for any of a variety of reasons and it does not matter if the driver or crew is uninjured or otherwise. The 5 steps cover:

- Step 1 - Approach to vehicle
- Step 2 - Check status lights
- Step 3 - Act
- Step 4 - Recovery
- Step 5 - Report

#### 2. 'Electric Vehicles – Information for Event Organisers and Officials'

This document is to provide information on Electric Vehicles participating in CAMS events and is for the development of event specific Safety Plans and for the event officials to familiarise themselves with safety considerations when dealing with Electric Vehicles at CAMS events. The information in this document is produced with reference to the FIA requirements for Electrically-Powered Vehicles, FIA International Sporting Code and Appendices.

These documents will be placed in the CAMS Manual of Motor Sport on the website, and are also available from the CAMS Technical Manager.

### **MIN SG-014 SUPER 5000, CAMS GOLD STAR AWARD**

#### 1. Super 5000

Following a presentation at its March 2018 meeting, the Board agreed to the introduction of the Super 5000 category subject to the promoter being able to satisfy the following:

- that the chassis meets the FIA Homologation standard;
- that the circuits used for the category meet the equivalent standard of an FIA Grade 2 Circuit Licence.



## AUSTRALIAN MOTOR RACING COMMISSION

### *Chassis*

Promoter has advised that the chassis will use a Ligier-Crawford chassis which meets FIA 2018 homologation requirements and AMRC accepts the chassis.

### *Circuits*

Given the power to weight ratio of these cars, circuits will need to comply with an FIA Grade 2 Circuit License (or the equivalent standard) and circuits across the country will now be identified as eligible to race Super 5000.

### *Driver Licence Structure*

Following discussion on the level of CAMS licensing for drivers of Super 5000 the Commission determined that, subject to further data being obtained, it will consider if an endorsement to a normal racing licence is required to drive these cars.

### 2. Gold Star Drivers Award

Following discussion on the Gold Star award the Commission appointed a Working Group to consider its re-introduction taking into account, but not limited to:

- Grid size;
- Quality of driver;
- Category profile;
- Marketing plan.

### **Min SG-015 LE MANS PROTOTYPE 3 (LMP3)**

Following some discussion it was resolved that during any introduction of LMP3 in Australia the cars are to run in a Class within the Prototype Group; when the LMP3 Group can sustain grids of 12 to 15 cars AMRC will consider permitting LMP3 to run its own series.

### **Min SG-016 TCR (Touring Cars) INTERNATIONAL SERIES REPORT**

The Commission received a report that CAMS have reached agreement with the preferred promoter and in broad terms the following is confirmed:

- the agreement is for 5 years;
- the calendar is expected to be split across Supercar and Shannons rounds;
- the Series will commence in 2019;
- there appears to be good interest from a number of manufacturers; Audi, VW, Hyundai and Subaru with no firm numbers as yet.

### **Min SG-017 CLASSIC CARS AND DRIVERS**

A Discussion Paper for initial discussions to identify a new group of 'Race Classic Cars', which raced in contemporary motor sport but are not defined under 5<sup>th</sup> Category Regulations, with a view to creating a category for them to race. The Paper pointed out:

- there are two distinct racing forms in this country: current cars and historic cars;
- there is a large void between current race cars and cars that have become historic;
- many drivers drop out as their cars enter the void between current competitive and historic racing.
- that there are large numbers of race cars sitting in garages as owners have lost the desire to race as the car is no longer competitive and because of this the owner is unwilling to expend the costs of the overheads to keep racing.

The Paper suggested discussion along the following lines:

1. Identify Classic Cars and classic drivers and how to reach to them;
2. Ask what can be done to reconnect them to racing.
3. Look at costs and ways these drivers can be reconnected with racing:
  - licensing: fact it is too onerous and difficult for anyone to regain a previous full race licence;
  - is it time to offer a licence package (e.g. 3 meetings per year at reduced cost)?;
  - automatic licence reinstatement for previous full licence holders, subject to all medical criteria and satisfactory on track behaviour (easily monitored).

During discussion:

- the Commissioners agreed that the topic presented is definitely worth taking further;
- any concept developed needs to be promoted to organisers (to provide races) and to past/present licence



## AUSTRALIAN MOTOR RACING COMMISSION

- holders (to participate); as an example - suggestion of a Shannon's meeting with Classic Car Sprints;
- to obtain an idea of how many competitors may be involved the Administration could investigate from records how many competitors have not renewed licences over a given number of years;
- a program would need to be established so that all states approach the issue basically the same way;
- suggestion put forward that if a group is established outside the 5<sup>th</sup> Category or Contemporary there may be the need to have its own set of safety requirements;

The Commissioners concluded by suggesting that initially the concept be presented to State Motor Racing Panels seeking their response with ideas on how to develop it; and seeking suggestions on what the Panels would like to do to attract these cars back into the sport.

### ISSUES BEING CONSIDERED BY AMRC

The Commission is also considering the following issues:

#### 1. Regulatory Group

Min 2753: Saloon Cars (Group 3K) Regulations

Min 2756: Group 3E Production Cars - Price

#### 2. Strategic Group

Min SG-005: Pathway to Category Management Agreements (CMA)

Min SG-010: Circuit Racing Landscape Update / Data Reporting

### MEETINGS IN 2018

Teleconferences held on Wednesdays, commencing at 1830 hours Melbourne time.

Aug 15
Sep 12
Oct 24
Nov 14
Dec 12

LEVEL 2