

BMW Race Series

Minutes of The Annual General Meeting

Held at 2pm on Saturday 9th May, 2009 at BMW Group NZ

Committee Present: Colin Briscoe (President), Michael Delmont, Mal Clark, Grant Clegg (Secretary), Gerry Hodges, Conrad Timms (Treasurer)

Driver Delegate: Paul Mill

Members Present: Mike Ashton, Mark Babb, Russell Benshaw, John Blewett, David Brace, Richard Brocklehurst, Pete Bromley, Ian Brown, Murray Brown, Andre Cowan, Greg Dutton, Tony Easton, David Farmer, Gerald Fava, Ernst Fischboeck, Nik Gladiadis, Harvey Gray, Will Gray, Marty Irvine, Paul Jones, Steve Kahn, Carl Kirk-Burnnand, Milan Klinac, David Lawrence, Steve Lawrence, Gordon Legge, Ollie McDermott, Grant McFie, Bruce Miller, Keith Mitchell, Chris Nicholls, Andrew Nugent, Dr David O'Connor, Paul Olson, Glenn Pelham, Peter Robinson, Greg Russell, Tony Rutherford, Grant Scheuber, Martyn Seddon, Richard Spedding, Warwick Spedding, Jeff Storey, Craig Suester, Greg Symons, Mike Thompson, Jon Tyler, Ross Wilson.

Total of 55 members present, including Committee & Delegates

Apologies: Aaron Harris, Rex Harris, Matthew Phillips, Tony Valder

The following matters were discussed

A) Meeting Opened

The meeting was chaired by Colin Briscoe, who welcomed the members present, confirmed that a quorum of 20 had been achieved.

Members were asked to record any apologies on the form at the rear of the meeting room.

B) President's Report

Colin Briscoe presented his report, which included acknowledgement of our sponsors, especially Castrol. He also thanked the efforts put in by his fellow Committee members and drivers' delegates, including Mike Ashton who stepped down from the E30 role in January. Colin confirmed that after three years, he was stepping down from his position as President and Committee member, but would remain actively involved in the BMW Race Series. (BRS)

The President's report was accepted by the members.

C) Treasurer's Report & Accounts

Conrad Timms ran through the financial reports, which covered the 5-month period from the introduction of the BRS constitution until 31st March, 2009. These confirmed that BRS (mainly Mike Delmont) had been able to secure the support of enough other race classes and advertisers to subsidize the TV coverage for the Open and E30 classes. We hoped that this support would continue otherwise we would have to consider televising fewer rounds or using some of our reserves to pay for the coverage.

Keith Mitchell moved that the Treasurer's report be accepted, 2nd Nik Gladiadis. Approved.

D) Appointment of Officers

At least two new Committee members needed to be appointed, following the resignations of Conrad Timms and Colin Briscoe. As per the constitution, the existing Committee was responsible for appointing new Committee members and after receiving nominations/applications from five members, chose to add three to the Committee, making a total of seven. Grant Scheuber, Murray Brown and Mark Babb, all current E30 drivers, were confirmed to the membership as new Committee members.

Mike Delmont was confirmed as the new President, with Murray Brown stepping into the Treasurer's role. Glenn Pelham was the only nomination for the vacant E30 delegate's role. Paul Mill confirmed his desire to continue as the Open Class delegate, and no new nominations were received. With only one candidate for each role, elections were not necessary - Glenn and Paul were confirmed as delegates.

There were some suggestions from the floor that new Committee members should be voted in by the members, rather than appointed by the Committee. Members were reminded that this was the process defined in the constitution under which the BMW Race Series operates.

E) Plans for 2009/10 Season.

Members were given a brief overview of the plans for the upcoming season, as follows:

- Intention to expand the season to between 6 and 8 rounds at 4 different circuits.
- Plans to have TV coverage at as many rounds as possible, depending on our financial position, plus the support of other race classes.
- Plans to have an increased number of social events, such as race-day barbecues.
- Streamlining of the technical rules, especially E30.

F) Race Meeting Formats

Open Class Race Formats: There was general support for an increase in the number of handicap races for the open class – currently 1 of 3 races is handicap. Some members questioned whether we needed to have sub-classes if there were going to be more handicap races. Committee to discuss different options before confirming format for 2009/10 season.

E30 Class Race Formats: Suggested that “odds & evens” system be used for more than just one set of races – Committee to consider alternatives that would allow this.

G.Scheuber - suggested splits, then reverse-split, then fast/slow to finish the meeting.

D.Farmer – not in favour of ANY reverse-grid races, due to damage. Support from a few members, but the vast majority were in favour of retaining the reverse-grid or handicap format.

Majority of members agreed that the points allocations should remain the same for next season.

For events offering just one E30 grid, the majority of members supported the current “first-in” system, but including the possibility of surplus cars running in the Open class grid, whilst still earning E30 points.

S.Lawrence suggested we have a defined booking period for this type of event. Committee agreed to give as much advance notice as possible if there were going to be any events with limited grid places.

Race Formats for both classes: Much debate about the merits of the “drop-three” system currently being used, as it does not reward the consistent driver who finishes most races. Several alternatives discussed, and after a show of hands, it was agreed to retain the drop-3, with no restriction on those drops being all from the same round. With more rounds, the drops should have a lesser effect.

Agreed unanimously that cars must finish to score points – no points for just starting.

Also agreed that any race disqualifications would also include the requirement that those races are part of a driver's counting scores for the season. Therefore no need to consider penalty points.

No support from the members for extra or double points any specific round, especially as this just complicates the drop-3 system.

Agreed to continue with fastest lap and qualifying bonuses, with the same points on offer.

Agreed that drivers can change cars or car type during the season, but this would be separated into two different points tallies for championship purposes.

For reasons of budget and planning, there was widespread reluctance for additional rounds to be added part way through the season, unless several planned rounds had been scrapped. Drivers happy for other race meetings to be offered to one or both classes as non-championship events.

Most members supported the idea of one-day rounds because of the reduction in waiting time, plus the reduced costs from accommodation, etc.

Offer of assistance was made by Greg Symons with regard to results and handicapping calculations on the day. He is in the computer industry and proposed to write a programme that would speed up the process. G.Clegg to provide him information on current system so programming can be started.

G) Technical Rules

Open Class: Discussion on the possible extension of the models allowed directly into the Open Class, especially those from Alpina, Schnitzer and Hartge. Some difficulty in assessing what is a genuine model or a replica, especially if with 500-unit minimum.

Agreed that turbo-boost was technically too difficult to administer and currently only related to one car in the Series. When reviewing the eligible models for the series, the Committee would also consider rules specific to Turbo models.

To assist with group-identification of cars on track and for weigh-in purposes, it was agreed that some form of signage should be introduced for next season.

E30 Class: Majority agreement that the earlier ruling on “hybrid” engines being banned from start of 2010/11 season should remain. Some suggested that the ban should come in from next season, but for most members, this was too soon.

Compression measurements as form of scrutineering check were discussed, but there was not widespread support for this system because of reliability and accuracy.

Piston protrusion above the top of the engine block was discussed and supported as a possible measurement, but could only be done when the head was off, so had limited usage during the season.

The possibility of having a single “mechanic” for the series was discussed, but due to the geographical spread of entrants, this was deemed unworkable. And having several “authorized” technicians for the series would probably lead to inconsistency. It was agreed that as much as possible, it should be up to each driver to ensure that their own car was completely within the regulations.

At this stage, there was extended discussion on a diverse range of E30 technical topics, with no particular order or direction. Several differences of opinion amongst different driver groups, as well as with Committee. In order to be able to consider other items on the agenda the meeting was called to order. It was agreed that a sub-Committee would be formed to review the E30 regulations within 4 weeks and make recommendations to the main Committee, who in turn would publish new regulations by early July for the 2009/10 season. The sub-Committee chosen was Mike Thompson, Mark Babb, Ernst Fischboeck, Paul Jones, David Lawrence and Harvey Gray.

Both Classes: Agreed that the fitment of external master switches should not be mandatory unless required by MNZ – those who wanted to fit them could do so.

Unanimous agreement that soft towing eyes should be compulsory for E30 facelift cars. The Committee would investigate possibilities for the supply/manufacture of these for the series.

H) Miscellaneous

Driver Standards – agreed that wherever possible, the Series would rely on the judicial processes put in place by the organisers of the various race meetings we participate in. This does not preclude the Committee taking action against drivers where incidents are reported that have not been fully dealt with by the authorities.

Novice drivers – no special training would be automatically required for new drivers, but ANY driver (new or old) may be instructed to undergo training if their behaviour on-track was not up to standard. However, all drivers new to the BMW series will be required to carry “novice stripes”, regardless of previous race experience in other classes.

Trade Directory – there was some support for establishing a listing (probably on the website) for members to promote their businesses or services to other members. The Committee would look into this, though it was not a priority for many members.

TV Coverage – positive overall comments about the quality of TV coverage for the series, with the usual gripes about some cars not getting much (or any) exposure. Some members asked that we try to get more free-to-air coverage and this will be investigated by the Committee.

It was agreed by the members that 2009/10 membership fees remain at the same level as 2008/09, namely \$125 for the full season, discounted to \$100 for prompt payment, \$75 for half season. (1/1/10 on)

Meeting was closed at about 5pm.