

## **Minutes for the 2018 Annual General Meeting of the BMW Race Driver Series.**

**Saturday June 9th 2018**

**Start time 12.30pm.**

**Attendees:** Gordon Legge, Milan Klinac, Mike Johnson, Gerald Fava, Andrew Sharp, Michele Irvine, Marty Irvine, Kayne Barrie, Phil Smurthwaite, John Mulrennan, Murray Brown, Nikolas Gladiadis, Raewyn Anderson, Simon Burke, Grant Scheuber, Andrew Walker, Chris Sparg, Mike Kennedy, Graham Ball, Peter Ball, Bob Sievwright, Mike Delmont, Rob Wolff, Steve Lawrence, Rick Donaldson, Nigel Patterson, Warren Glassford, Cory Anderson, Ant Belsham, Jon Tyler

**Apologies:** Martyn Seddon, Matthew Seddon, Ross Wilson, Brent Parker.

**Meeting opened: 12:32pm**

**Establish a quorum. (minimum of 20 established)**

**Announcement of Meeting Rules**

**Apologies & Proxy Votes**

Raewyn Anderson held a proxy vote for Matt Seddon, Martyn Seddon & Jon Tyler  
Chris Sparg held a proxy vote for Ross Wilson & Brent Parker

**Minutes of previous AGM.**

Accepted by Marty Irvine

Seconded by Andrew Sharp

**Matters arising.**

None

**Consideration of Accounts for year ended 31.03.2018 (attached)**

Murray Brown spoke to the Consideration of Accounts

No questions asked.

Moved by Milan Klinac

Seconded by Chris Sparg

**Presidents report (attached)**

Report accepted by Simon Burke

Seconded by Bob Sievwright

## **Sponsorship**

To continue to circulate the Sponsorship document.

## **Consideration of Remits**

### **Remit 1 – 2 Litre Class formats**

**Author:** Ross Wilson

To reduce the number of Handicap races at each meeting from two (currently) to one for the 2018 - 2019 season. With the growth of the 2 Litre class the chances of collisions in a handicap race format increases exponentially. One handicap race is sufficient, whilst two leaves a lot to chance. Many of the race drivers have put the effort into their cars to get them to be competitive. Handicap races discourage this innovation and give more chance to those that have made minimal effort to develop a 2 litre open car. Furthermore, the speed differential is now greater than what we see with the A and B classes running together. For instance, at Hampton Downs we have the top cars in the 1:15 bracket racing against 2nd driver E30 cars that are doing 1:29 lap times. The risk of collision and high-speed accidents against very slow cars is high. I would be open to the idea of just reversing the top 10 cars, but to leave the rules as they are I believe are not in the best interest of any of the drivers in the Class.

*Discussion was had regarding this and the general consensus as that the handicap races were more exciting, with next to no incidents caused by faster cars passing a slower car. It means that all competitors have a fair chance to do well. Mention was made that the top ten reverse structure is mayhem and can be quite dangerous.*

*A vote was had and five were in favour for the change, with 14 against the change.*

### **Remits 2 & 3 (Both included below)**

*Both remits were read, and we discovered that only four E30 competitors attended the AGM. All were in favour of some change, with the general feeling that Grant's format (Remit 3) would be more suitable.*

## **Remit 2 & 3 – E30 Class Formats (to be discussed together)**

### **Remit 2 – E30 Race Format**

**Author:** Gerald Fava

Remit to alter the E30 reverse grid format to a top 8 10 12 (marble draw reverse grid).

#### **Reasons for change.**

- 1) Reduce amount of damage and driver aggravation which seems to occur after most reverse grid races under the present format.
- 2) Stop the mad rush to get to the front under any circumstances.
- 3) Stop safety car interference impacting on the result.
- 4) Encourage drivers outside top 12 to improve driving ability and standards to achieve quicker lap times (more emphasis on qualifying)
- 5) Some drivers are very apprehensive at starting at the front with a hard charging field about to come at them on mass.
- 6) Will allow for close racing with drivers of similar standard and lap times.
- 7) There has been confusion by some drivers starting at the wrong flag drop and in some cases, drivers even trying to reverse back after realising their mistake.
- 8) Official's confusion over flag drops and time between flag drops.
- 9) Inability to see the flag drop at certain circuits when you are in the last group.
- 10) Over the last 3 to 4 years the lap time differential between the fastest lap to the slowest has been significantly reduced which has compressed the E30 race group.

#### **Proposed Change**

After the first scratch race and qualifying and based on the lap times of both of these there will be a marble draw to determine either a top 8,10 or 12 reverse draw. Being a marble draw, drivers will not be able to manipulate their lap times so as to end up in the reverse grid at the front of the field. This will also achieve very close racing with drivers of similar ability without the likely hood of damage.

#### **Summary**

This form of reverse grid has been successfully used in the Toyota 86 series and has produced good close racing. We firmly believe that this format will produce good close racing in our series but more importantly reduce the chance of serious and costly accidents whilst also retaining drivers in the series.

### **Remit 3 – E30 Race Format**

**Author:** Grant Scheuber

As a key author of the current E30 Race Series Race Format I find it timely to pass comment on both the current format and to offer an alternative option.

#### HISTORY.

The current format evolved from our need to split the E30 group into two grids due to entrant numbers often getting to be above track limits.

One original format used had been based on fastest lap times.

What this meant was that someone who raced well and passed a number of cars, often found themselves gridded up in the next race behind those they'd passed due to this fastest lap time format.

This format also didn't penalize poor driving / over driving, as those dropping placings, or running off track, generally regained their grid position back for the next race start.

The current format was created to split the two groups from what was "fastest" and "slowest" into two even groups based on qualifying.

Odds from qualifying, 1,3,5,7 etc one group, evens 2,4,6,8 etc the other group.

This created more interesting and even racing across both groups, with the best / fastest coming together when the two groups were merged by points, and became split into "top half" "bottom half" by points for the final two scratch races.

To make the "top half" group you had to drive well and cleanly. With an excursion off track, or a DNF generally meaning that you were in the "bottom half" final group racing for 20<sup>th</sup> place overall at best.

#### CURRENTLY.

Following the move back to one E30 grid it is often clear to see that a change to the current Race 2 format may be beneficial.

**OF NOTE:** it is not the current format that dictates incidents, but the on track attitude being displayed by some competitors. Incidents are happening equally within both the reverse group and scratch race formats.

#### NEW RACE FORMAT PROPOSAL.

Race 1 Format.	Scratch Race based on fastest qualifying lap.
Race 2 Format.	Scratch Race based on Race 1 finishing positions.
Race 3 Format.	Scratch Race based on meeting to date points.

#### PURPOSE.

To isolate / limit the opportunity for the "win at all cost", "no respect for fellow competitor" entrants to cause undue contact / damage to other competitors.

And to entice previous competitors back into the E30 Series who may have left due to the current damage / driving standards often on display.

## **Discussion Points**

BMW Car Club & Kayne Barrie have submitted a proposal document surrounding an evolution or spec class.

This document is attached and Kayne Barrie spoke to this document.

***General consensus was that most are interested in this concept being investigated further.***

## **General Business**

Gordon Legge is stepping down from the Committee.

Raewyn Anderson is stepping down as secretary.

Gerald Fava queried why subs were going up and we were potentially having less rounds (as per the President's Report).

Was advised that we are working on more rounds, however we also didn't want to see a decline in what the series currently puts on offer (such as prizegiving, trophies etc).

General consensus was to raise the subs to \$250.

Question was asked if we should be looking to ban lap timers in the 2 Litre class. A brief discussion was had on this.

Discussion was had on Open Class break out times. To be reviewed by the Committee.

Question was asked about if we should only be able to drop races from rounds we've actually competed/entered in. Further discussion needed surrounding this.

**Meeting closed: 2:32pm**

## Presidents Report 2018

### Thanks

Firstly, thanks to everyone who took part in the series last year, here are a few numbers.

A total of 109 competitors entered rounds during the last season, 5 in Open A, \_ 9 in open B, 15 in open C. There were 41 E30 competitors and 39 2ltr competitors

Please show your appreciation to all our committee members who do put in a lot of hours to make this series happen: Raewyn Anderson, Grant Scheuber, David Lawrence, Andrew Walker, Gordon Legg and Murray Brown (and his team who look after the accounts), also Milan Klinac our BMW club rep and our 3 class delegates, Andrew Sharp for 2ltr, Martin Irvine for open and Phil Smirthwaite for E30's.

Thanks to Raewyn and Phil for helping take on some of the burden of producing grids during the race weekends. It is a large job running 3 grids. I was quite happy to share some of that load.

Thank you to Mike and Scotty Dalzell and all their work at BBQ's, weighing cars and helping us run the series.

Thank you to Michele Irvine (and the Irvine family at large) for helping with the race weekend operations. But for also helping organise this new venue, participating with the R & R committee and generally available to jump in to help at a moment's notice.

### Scholarship Car

Thanks to Rob Wolf and the team running the Scholarship, John Mulrennan, Michele Irvine, Raewyn Anderson, Claire Zwaan.

Don't forget Pukekohe is booked for 11<sup>th</sup> August for a track day and our scholarship.

Thank you to P&S Autos, Pete, Sam and Graeme Ball for their efforts keeping the car running. Our scholarship provides great exposure for our series and our sponsors.

### Publicity

Thank you to Raewyn for keeping our Facebook page and our series web site up to date and posting fantastic entertaining content.

### TV Exposure/ Live Stream

This season we were in a position to get live streaming at the Speedwork's run Taupo event free of charge. As we didn't have any major sponsorship for the season this was a good get. It allowed us to promote the series and gave great exposure for you the competitors.

We will have footage provided from at least one round this season. However, without sufficient sponsorship on-board, we may not be in a position to get it produced and on tv.

## SOG

The Series Owners Group is a small company owned by the series who take part in the premier events. Gives us some knowledge of what is going on and a voice. Special thank you to Gordon Legge and Grant Scheuber for attending these meeting during the year on behalf of the race series.

## Premier Series

We Managed to negotiate a better deal this season with Speedwork's. Instead of 3 grids at \$10K per grid. We got the 3 grids for \$20K. This made the entry cost more reasonable and included practice session on the Friday. At this stage Speedwork's the promoters who run the premier series are trying to fit us in at 2 of their rounds. Hope to confirm in the next 2 weeks.

## Series Sponsors

For the first time in 12 seasons we ran without a financial sponsor. This put us in new territory, we have done well to cut our spend and continued to provide a similar experience to the competitors as previous years. However, we cannot continue to lose funds. More on this after the Treasures report.

For the 2018- 2019 season we have secured a new financial partner. Toyo. It will see no change to the livery requirements on the cars. However, we shall now be receiving \$8k Min from them for the season.

We are interested in hearing from anyone with a genuine lead for sponsorship.

## Scrutineering

At the end of the series the top \_\_\_\_\_ cars went direct to the P&S after the final round. The gearboxes and diffs were checked, suspensions and brakes were also checked at the end of the season and no issues found.

We had all E30's checked before the season started. Recording and sealing all E30's. this arrangement will not change for the coming season. This ensures that every car is correct before the season starts

## Endurance Series

Unfortunately, we had to cancel a planned round of this last season. 2 rounds instead of 3. However good number at both rounds.

This season we have been offered an opportunity to run a one-hour race at the HD500 (early oct). This will be on the full circuit.

## Calendar

We are looking at 5 sprint rounds this year and 2 enduro's.

However, a couple of Sprint rounds are still to be locked in. Hoping to have a full and complete calendar available in the next 2 weeks

Organisers have had challenges confirming dates for events in Taupo, and this has held things up.

This concludes my report from the first year as president.

Can some move that this report be accepted please

Let's move on with the rest of the meeting

Thank you

Nikolas