



Annual Drivers' Meeting Minutes

29th October 2017
12 noon - Silverstone Racing Clubhouse

Committee Present:

Mike Evans (ME)	Chairman
Peter Burnham (PB)	Treasurer
Michelle Hayward (MH)	Secretary / Social Secretary
Jamie Champkin (JC)	CSP2 Representative
Ian Crombie (IC)	Proto Representative (CSP1)
Steven Dickens (SD)	Proto Representative (CSP1)
David Beecroft (DB)	Technical Representative

Apologies:

Jonathan Hair (JH)	Classic Clubmans Representative
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Membership present:

Jarred Lester, Ian Crombie, Peter Burnham, Steven Dickens, Brian Hunter, Trish Hunter, Clive Wood, Barry Webb, Peter Richings, Robin Gearing, Anthony Denham, Steve Clamp, Alex Champkin, Jack Walton, Brian Jordan, Ian Megson, Chris Hart, Karen Hart.

Apologies:

Ian Mitchell, Rod Player, Brendan Herd, Christopher Burnham, John Drinkwater, Daniel Gibson, Malcolm Clarke, Nichola Clarke, James Clarke, Mark Charteris, Steve Chaplin.

1. 2017 Season Stats

The Chairman (ME) thanked all those that had attended and welcomed Robyn Gearing to the Club, who has just recently purchased the McDermott Rage. Having previously raced with the 750 MC, he looks forward to a new challenge racing with us in 2018.

ME gave a brief overview of the season, in terms of competitor numbers, and improvement in atmosphere within the paddock. The hard work of MH and the catering team has certainly helped with this, and has been greatly appreciated by us all. There is full intention to continue to offer catering and socials at our race events in 2018. With several new and old faces expected on the grid next year, the Club is optimistic that numbers will increase, along with the positive, sociable and friendly atmosphere within the paddock.

2. Organising club & entry fees (track time, 3 race format)

ME reported that the Committee is trying to address the increasing entry fees, but that these costs are in part due to the increasing circuit hire costs. Discussions have ensued with both BRSCC and BARC regarding the purchase of track time, which would allow the Club to control the cost of the entry fees. It would require members to pay up front to achieve a discounted entry fee, but the Club would be vulnerable for any shortfalls. Whilst we may be fortunate to attract a sponsor, (possibly Phil Weaver) to assist us with this, it is a considerable risk to the Club, when some grids in 2017 were less than the minimum MSA number required (16 entries). The only other way the Club could reduce entry fees for members would be to reduce total track time, and drop back to 2 races per meeting, however the majority of members do enjoy the 3 race format. It has been noted that BARC have been particularly generous to car sharers this year allowing the second driver to complete 3 laps in another qualifying session if necessary, in addition to providing drivers that have suffered technical problems prior to the meeting with a refund.

It is very apparent that track selection is key to us getting good grid sizes, and discussions are ongoing with the BARC. Silverstone, on the calendar twice last year, consistently generated the best grids, whilst Croft, Pembrey and Oulton were poorly attended. The Club is hopeful that we will get a greater majority of 'midlands' tracks such as Donington, Silverstone, Rockingham next year, and we have in addition requested Brands Hatch and Snetterton 300, plus 1 northern track. Hopefully we will have a provisional calendar before Christmas, and we will do our best to avoid the Classic HSCC Rounds, for those competitors that like to do both Championships. The Committee will keep the membership updated with the procedure for Championship registration / race entry in 2018.

3. Class structure and nomenclature (Proposal by JD)

2018 was the first season whereby we amalgamated Proto and Classic A, and adopted the CSP three class structure, which has been mostly well received, although many believe C1, C2, C3 class names would be simpler. The Committee propose that we re-brand the Championship as 'The Clubmans Sports Prototype Championship' associated with our sponsor 'King Henry's Taverns', and continue to let this new CSP nomenclature bed in. The proposal received by John Drinkwater, to divide classes back up into Modern and Classic was rejected, however it was agreed that a Winners Trophy for the best Classic A driver of the day could be awarded at the race meetings, and an Overall Classic A Champion be presented with an end of year trophy at the Dinner Dance awards. The trophy already exists, and would offer greater incentive to Classic A drivers to compete with us.

4. Invitation class

There was a lengthy debate over whether there was a need for an invitation class, and the overall majority voted against the proposal, on the argument that all clubmans cars should fit into one of the current three classes. Discussions would take place with the BARC to enforce the weekend membership fee, and our regulations will be amended accordingly to get rid of the existing loophole, so that any driver entering a race weekend would legitimately compete for trophies on the day, class lap records and Championship points.

5. Trophies (Proposal by JD, Proposal by ME/MH)

The general consensus was to continue to present a 1st, 2nd, and 3rd trophy to all 3 classes (CSP1, CSP2, CSP3) at each meeting, regardless of the entry numbers, because it is all that a driver gets for their hard work and expense, hence the proposal by JD was rejected. **ACTION: MH/JC** to establish a consistent procedure in relation to winners garlands with the BARC.

To reduce total volume, expense and annual waste of trophies, the proposal to place multiple engravings onto a single trophy was accepted, and this procedure will take place from 2018. With this proposal, every driver who finishes on the podium in any of their 3 races, will take home a trophy. The size of this trophy will be determined by their best result of the weekend. Each individual race result (1st, 2nd or 3rd) will be displayed by a separate engraved plaque, that can be stuck onto their trophy at the meeting.

6. Overall "Clubmans Championship" (Proposal by MH)

The vision to create an overall Clubmans Championship based on the outright finishing results on the road of each race (regardless of class), to provide recognition to drivers who compete in the majority of races unfortunately caused much confusion. To date, the CSP1 Championship has been poorly represented, and end of year trophies have been awarded to competitors that have competed in only 2 out of 6 events. The aim of the proposal was to encourage better attendance, and ensure that CSP1 competitors are competing against ALL drivers on the track for their Championship; logically this should be no major challenge with their additional horsepower. After much debate the committee agreed that further consideration was required regarding the proposal to remove the CSP1 Class Championship, in favour of creating an overall 'Clubmans Sports Prototype Championship'.

A majority approved of the idea of an Overall Clubmans Champion, on the proviso that such a champion could come from any class. Further work will be done by the committee to evaluate the best way to do this, and for now, no change will be made to the current scoring system or class award system. **ACTION: MH/ME**

7. Update on Regulation changes for 2018

7.1. CSP1 Class

- Maintaining Equivalence across Proto engines (power curves, dyno testing, GPS power logger).

ME reported that a GPS power logger had been fitted to the Steve Dickens car at Silverstone International. It is a tool that provides a good indication of HP, calculated from total mass (+half tank of fuel), and using a power loss % figure that was measured during a rolling road test. The result was 199bhp at 15% transmission loss, which was remarkably accurate.

There are many ways that people can change things to trick a rolling road map, in addition to changing ECU map altogether. However, with onboard footage (and the Jackson videos) it is easier to identify if a car could have extra power, if overtaking down the straight appears easy, and steps to investigate this can now be taken.

In the interests of minimising barriers for inclusion and keeping costs down for competitors, the Clubmans Register propose to purchase one or two of these GPS power logger units, and the MSA Scrutineer (Mike Wright) will assist the Clubmans Register in identifying at random the car(s) that will fit it for each meeting. Costs are around £400 per unit, and the required software is ~£300, so the Club expects to spend ~£1000 for 2 operational loggers. Some training will be required for a nominated person to operate the software, and there was unanimous agreement that our Chairman Mike Evans will in the first instance become this trusted person. Whilst there is knowledge that RML use these units, we have unfortunately not had any luck making contact.

To put this procedure into place no specific regulation change is required. However, the Clubmans Register will enforce a ban on multiple ECU maps, and SD assured the membership that it is easy to check all ECU's to ensure that people comply.

The committee propose an allowable error of $\pm 2.5\%$, and should a competitor exceed this figure, tamper proof stickers will be fitted to seal the engine, and the Clubmans Register will then request that the car goes to a MAHA listed rolling road for further testing, at the expense of the driver. The following penalty system will apply and be written into the regulations:-

Penalties:

- 1st offence: Request for further investigation. Engine is sealed and sent to a Clubmans Register specified rolling road at the drivers expense.
- 2nd offence: Loss of points for the Championship up to date of breach.
- 3rd offence: Immediate exclusion from the Championship for the remainder of the year

- Grandfather rights for Honda powered Lester car

The Committee proposed to introduce grandfather rights into the regulations to allow the Lester/Mk35 Honda to race in CSP1, on the basis that the Clubmans Register will be able to evaluate equivalence, and request that rpm be reduced accordingly. JL stated that they only usually rev to 8200rpm after which there is a significant power drop off. In the interests of retaining numbers on the grid a **majority accepted** the proposal on the basis that it is car/driver grandfather rights only, and the GPS power logger will be used to get comparative accelerations etc to seek equivalence.

- Hankook Tyres

Dave Beecroft (DB) reported that James Clarke had suffered high front tyre wear during the season, and Mark Charteris had suffered severe front tyre graining during testing after pushing too hard too soon. DB agreed that whilst it was possible to

engineer out the high speed understeer, it would result in slower lap times. He believes that it occurs because it is difficult to achieve core tyre temperature compared to surface temperature. Peter Richings (PR) explained that Hankook had described this as 'cold tearing', essentially going too hard on the tyre from cold - a direct result of slow warm-up laps. Many have worked hard to improve the setup of the car to reduce their tyre wear, but there may be alternative harder compounds available which could be investigated. **ACTION:** PR will discuss the issue with Paul, and investigate whether a harder compound exists that could be tested on CSP1 cars for next year. *Subsequent to the meeting, Hankook has confirmed it may be possible to try a larger 180/550R13 tyre in the same compound, but they suspect a harder compound could be worse, confirming that tyre wear/graining is set up/driver dependent.*

- Minimum weight and safety - DB explained that some parents of his youngsters that race in the JSCC would be nervous of their children racing in a Clubmans car, and that in his view to attract them we would need to improve car safety by raising the minimum weight. There was a lengthy debate and a general disagreement that increasing the minimum weight regulation would achieve this, and there is no desire to move towards members having to bolt on lead. With a successful history of 50 years, Clubmans has endured a good safety track record to date, and there are a variety of crash structures that have been developed over the years that members can and do use to good effect. However, it was agreed that in the pursuit of improvement and continued safety for all our competitors, ME would speak with the MSA Scrutineers to ensure they are actively encouraging our drivers to enhance safety features and improve preparation of their cars where applicable.

Barry Webb (BW) asked for confirmation about whether additional roll hoops will be illegal in 2018, an issue that had been highlighted at the Birkett. **ACTION:** ME to clarify with MSA and send a bulletin to all members in readiness for 2018.

7.2. CSP2 Class

ME reminded the membership about the review that took place over the K-series 1600 engines from last year. Two thirds had wished to stay with a sealed engine, but there was an appetite to have a choice of engine builders. This has now been progressed.

- Additional engine builders
Steven Dickens and Anthony Denham will now be listed as official Clubmans Register engine builders, authorised to rebuild the K series CSP2 engines, alongside Paul Freeman. A definitive engine specification, with a list of controlled parts and tolerances is in progress, so there can be confidence of equality and standards between builders. Paul Freeman will be the only builder authorised to apply the MSA seals on the engine, however SD/AD will apply a Clubmans Register seal, that will be placed in the same position and given the same authority within our Championship.
- No trackside support for 2018
As there are insufficient competitor numbers to currently justify the financial burden of this arrangement, there will no longer be a £30 engine support fee applied to the CSP2 class competitors. Any initial diagnostic work or assistance required at the track will now need to be negotiated accordingly with your chosen engine builder.

- Some stock parts for K-sport engines

Paul Freeman has purchased a substantial quantity of K-series engines and components over the years in the interests of supporting the Clubmans formula. The Clubmans Register Committee now has a comprehensive list of these parts, and it has agreed to continue to pay PF the small annual retainer of £300, so that he continues to stock these parts in the interests of our members. Please be aware however, that now he is no longer the sole engine builder, nor is he providing trackside support, there is no guarantee that he will carry said stock to all of the race meetings.

7.3. CSP3 Class

- Classic Clubmans C and D cars

John Drinkwater (JD) has been an excellent supporter of the Championship this year, attending all 6 meetings, and assisting with the barbecues at Silverstone on both occasions. The membership agreed that it would be a real shame to lose him, but unfortunately, the Messer is a rear-engined Classic Clubmans D car, closely resembling a single-seater or Formula Ford, and it has proven that with ~130bhp it is too competitive to continue to reside in CSP3 alongside our Classic B competitors. With CSP2 being a sealed and sole engine class it does not fit particularly well in that class either, and placing him in CSP1 would, in his eyes not provide him with an incentive to race, against much more powerful 200bhp machinery. There was certainly no desire at this stage to invite rear-engined cars into CSP1.

There was a lengthy debate, after which the following compromise was agreed: A grandfather rights clause will be given to the driver/car combination to allow the rear-engined Messer of JD to run in the CSP2 class for 2018 on a trial basis. A GPS power logger unit could be used to evaluate its performance, and we will review the situation at the end of the year.

Whilst this can be put in place for the Messer/JD, the membership rejected the concept of introducing a CSP4 class for any other front-engined FF1300 cars (of which we suspect there are very few), so should any other entries be received they would need to go into the CSP1 class.

8. Membership Fees / Catering for 2018

The Committee propose a small increase in annual membership fees for 2018.

Racing membership = £60

Social membership = £30 (monies to contribute towards catering/trophies). Please encourage mechanics, friends, family to support the club.

The 2018 membership form will be updated to include an optional donation per driver of £30 or 'Other' which will go towards the catering budget.

9. Marketing and promotion

- Promotion materials for 2018

ME informed the membership that some money will be spent from Club funds in 2018 on producing some new professional banners, and flyers for the race meetings. An information board will be put up at all Clubmans events, including any generic test days organised, team events such as the Birkett etc, as our cars unquestionably do attract a lot of attention and interest.

- Approach Universities/FE Colleges to build 200bhp cars

MH reported that Alze Fulco had had some success interesting a university to help him with an aero project to develop bodywork for his car. Daniel Gibson had also expressed his enthusiasm that Clubmans should try to get the Universities involved, and Howard Payne has a successful relationship with Huntingdon College, due to his link with Lewis Beale. This directive will be pursued by JH/MH. JH has links with Derby and MH has links with Cranfield University. An initial meeting/conversation will be arranged to evaluate the appetite, after which a suitable framework that could be 'sold' to Universities will be developed. **ACTION: JH/MH**

- Advertising / Social media

Specific advertising on Facebook to Track day / car enthusiasts could generate some interest. First and foremost, we all need to do what we can to improve the appearance and presentation of our wonderful cars. MH encouraged members to regularly post photos and video content onto their facebook profiles, to mention Clubmans, so that fresh new content can be shared on the Clubmans Register page.

- Car presentation - DB stressed the importance of a well presented car, in attracting new people to the formula. A clean and shiny car looks appealing and cared for. Some cars on the grid could certainly be improved upon, both in preparation and appearance, and it was agreed that the Chairman and the MSA Scrutineer (either Mike Wright / Keith Auld) would have a word with a few members to encourage them to raise standards.

ACTION: ME/MH

- Alex Champkin enquired about the possibility of a Clubmans car presence at a relevant show, such as the Autosport Show. Previously the BARC had offered us a space on their stand, but it was no longer financially a viable option, and unfortunately in the past it had not proven to attract any new drivers to our formula.

10. Class Representatives (Nominations can be received for new class structure)

With the new class structure there was an opportunity for members to join the Committee as a Class Rep. Currently Classic Clubmans is represented solely by Jonathan Hair, who competes in CSP1. ME asked the membership if anybody wanted to come forward to represent the Classic B drivers, in CSP3. Nobody was forthcoming, so we will proceed without anyone specifically representing this class.

Barry Webb was nominated as a second CSP2 representative, alongside Jamie Champkin.

Peter Richings expressed his wish to be nominated as a CSP1 representative. Steven Dickens and Ian Crombie were given the opportunity to stand down from the committee should they wish, but as there was no desire to do so, it was agreed that for now, all 3 members would become listed representatives.

11. Dinner Dance, BARC Marshalls prize donations, Sponsors

MH reminded the membership that there was still time to purchase Dinner Dance tickets. Any raffle prizes that can be donated for this event will be gratefully received.

To further improve relations with the marshalls, who can be great advocates and fans of our cars, and thereby help to spread the word, it was agreed that a small gift (£20-£30) from the Clubmans Register will be purchased and donated towards the marshalls at each race event. Please contact Michelle with any ideas/suggestions or donations for 2018.

Following recent conversations with Phil Weaver, the Clubmans Register is hopeful of some 2018 sponsorship, and as a result of the overwhelming response to his facebook post surgery, Phil has requested that all competing cars carry the sticker - "Gentlemen - get it checked!!" DB agreed to organise the stickers for 2018.

It was also agreed that white backed Clubmans Sports Prototype branded stickers be produced, as a standard number backing for all drivers.

12. AOB

There was no other business, so the meeting closed at 15:40.