

2024 Annual General Meeting

Minutes

BMW Race Driver Series Incorporated (9429043095742)

Bucklands Beach Yacht Club

10.30am

15 June 2024

Attendees:

Milan Klinac, Raewyn Burke, Shane Geddes, Sam Ball, Peter Ball, Arran Crichton, Bobby Crichton, Nik Gladiadis, David Whitburn, John O'Leary, Nigel Patterson, Joel Herbert, Neville Carpenter, John Mulrennan, Jonathan Pierce, Andrew Walker, Graham Ball, Phil Smurthwaite, Bob Sievwright, Bhagved Singh, Nick Mitchell, Taylor Mitchell, Steve Lawrence, Mike Johnson, Ayden Lamont, Mark Herbert, Blair Gray, Steve Chapman, Chris Sparg, Ant Belsham, Mike Delmont

Meeting opened 12:30pm

1. Establish a quorum (20):

Quorum was established.

2. Announcement of Meeting Rules:

Rules of the meeting were announced, including signing in, confirming that you must be a BMW Car Club NZ Member, and standing and noting class and name when speaking.

2. Apologies:

Rick Donaldson, Warwick Mortimer, Joanne Johnson, Michael Selak, Grant Roe, Ross Wilson, Martyn Seddon, Matthew Seddon, Matt Henney

3. Noted proxies:

Mike Johnson holds Joanne Johnson's proxy.
Shane Geddes holds Seb Noble's proxy.
Ant Belsham holds Ross Wilson's proxy.
Ant Belsham holds Martyn Seddon's proxy.
Ant Belsham holds Matthew Seddon's proxy.
Graham Ball holds Matt Henney's proxy.

4. Minutes of 2023 Annual General Meeting

Moved: John Mulrennan

Seconded: David Whitburn.

5. Matters arising

No matters arising.

6. Consideration of Accounts for year ended 31.03.2024

Steve Lawrence presented the financial account, noting that the year had been financially stable, operating at break-even. He highlighted that sponsorship from Nexen had been beneficial to the organisation. Phil provided an overview of the current cash position, reporting a balance of approximately \$60,000 to \$70,000. This amount is considered sufficient to sustain operations for up to three years even in the absence of further sponsorship. Additionally, there are funds set aside for the prepayment of race rounds.

John Mullrennan raised a question regarding attendance numbers at the Manfeild event, specifically whether they had increased or decreased. It was confirmed that numbers were up this year, following a period of decline in previous years.

Accounts to be accepted.

Moved: John Mulrennan

Seconded: Steve Chapman

7. President's Report

The President's Report was read out by current President, Phil Smurthwaite.

Moved: Nikolas Gladiadis

Seconded: Raewyn Burke

8. Next Season

Phil presented the draft calendar for the 2024-2025 season. Rae provided explanation of how the calendar was established and when confirmation for dates is expected to come.

There were no questions.

9. Consideration of Remits

Remit 1

Subject: E46 series spec diff

Phil addressed the ongoing issue with differentials, acknowledging that they have long been recognised as a weak point. While improvements have been made, the area still requires further development. He noted that both cost and availability remain significant challenges and emphasised the importance of avoiding the escalation of issues to the level experienced in other series.

Shane added further insight, outlining the committee's intention to promote the use of the 188 differential for the current season. This approach will remain open to review, with a formal reassessment planned after the conclusion of the next season.

There was general agreement among those present that a clear plan is in place, and all were satisfied with the proposed course of action.

Remit 2

Subject: E46 Intake Boots

Nick Mitchell spoke to the item, explaining that the proposed intake boots are significantly stiffer and therefore do not collapse under full load, addressing a known issue. Feedback was also provided by Mark & Joel Herbert, Blair Gray, and others in attendance, supporting the proposed change. It was noted that all E46 drivers present were in agreement and expressed their support for the adoption of these parts.

Remit 3, 4 and 5

Subject: Spec Tyres for 2 Litre Class, Wet Tyres, and Slicks.

Shane Geddes presented his remit, proposing the adoption of the Nexen 225 as the specified tyre. Remit 4 was introduced by Ant Belsham, who suggested the inclusion of a designated wet tyre. Remit 5, presented by Peter Ball, proposed an open tyre policy that would allow the use of both slicks and wets.

Following discussion, there was clear consensus among all 2 Litre competitors in support of Peter's remit, favouring the allowance of both slick and wet tyres - effectively endorsing a fully open tyre policy. However, should the class choose to retain DOT-legal tyres, there was unanimous support for at least allowing the use of a designated wet tyre in that context.

Remit 6

Subject: Spec Tyres for Open C Class

Shane Geddes presented his remit, proposing the adoption of the Nexen 225 as the specified tyre for Open C. Consensus was to remain with the current rules.

Remit 7

Subject: 2 Litre Minimum Weight

Shane Geddes presented his remit, proposing an increase to the current minimum weight of 1040kgs. A vote was held as follows:

- Five in favour of changing to 1100 kgs.
- Seven in favour of changing to 1075 kgs.
- Seven in favour of no change.

Remit 8

Subject: Adjustments to Breakout Times and Awarding Fastest Laps

Shane Geddes presented his remit. The proposed changes are expected to result in closer racing by rewarding competitors not just for winning, but also for fast lap performances. This can enhance the overall competitiveness and excitement of the race weekends.

A vote was held as follows for those in the applicable classes:

- 12 in favour of having points awarded for qualifying
- Four not in favour of having points awarded for qualifying
- Two in favour of changing the breakout % down
- 14 not in favour of changing the breakout % down
- 14 in favour of increasing the penalty for breaking out

Remit 9

Subject: Discussion on wet weather races and working closely with the race officials.

Phil addressed the matter, emphasising the importance of the committee taking a more proactive and consistent approach in communicating with officials, particularly in situations where cars are running on slick tyres in wet conditions. Ensuring officials are aware of our tyre rules.

Remit 10

Subject: To lower the breakout time by 1 second or more (le at HD, a 1.16.300 instead of 1.17.300)

This went to the vote for those in Open C Class.:

- Zero in favour of reducing the minimum lap time for Open C
- Two not in favour of reducing the minimum lap time for Open C

Remit 11

Subject: The cars must run in the time nominated for the Class. If too fast, they must move up, if too slow they must move down.

This is currently a rule within the Open Class regulations and needs to be closely monitored and enforced, however mechanical issues and changing conditions make it hard to review accurately. The Committee recognises that this wasn't necessarily monitored as closely as required last season.

Consensus in the room was that the Committee should be enforcing class times more actively.

Remit 12

Subject: E46 - Controlled brake pad

Shane Geddes spoke to the remit, proposing a spec brake pad for the E46 class via a tender process. Everyone would have the same pad/compound - opening the door for competitive pricing, and partnership deal similar to DTM/Nexen.

This went to the vote for those in the E46 Class:

- One in favour of investigating this
- Nine not in favour of investigating this

10. General Business

Michael Delmont suggested the idea of a standalone televised round for the E46 class. Phil responded with an overview of the associated costs involved in running an event that offers TV coverage.

Mark Herbert proposed allowing E46 drivers to dual-enter in both Open C and E46. The Committee confirmed this option will be possible and provided some context around how it could work.

Rainer raised the idea of splitting classes across different days during race weekends. It was noted this had been discussed last year, with the decision made to keep the series together.

Andrew mentioned the Teams Championship and invited comments, though none were given.

Phil encouraged anyone interested in helping out as a committee member, driver delegate, or general volunteer to get in touch.

11. Meeting closed at 1.43pm.