

BMW Race Driver Series Incorporated 2025 Annual General Meeting Minutes

Remuera Club
27-33 Ohinerau Street, Remuera
9.30am on Saturday, 3 May 2025

Attendees:

Andrew Sharp, Andrew Walker, Ant Belsham, Ayden Lamont, Blair Gray, Chris Sparg, David Whitburn, Felicity Noble, Frank May, Graham Ball, Joel Herbert, John Boswell, John Mulrennan, Jonathan Pierce, Mark Herbert, Marty Irvine, Martyn Seddon, Michael Kennedy, Mike Dunstall, Mike Johnson, Milan Klinac, Nikolas Gladiadis, Nick Mitchell, Oliver Wilson, Paul Weir, Peter Ball, Phil Smurthwaite, Raewyn Burke, Rick Donaldson, Sam Ball, Sam Dunstall, Seb Noble, Shane Geddes, Simon Burke, Tim Hill, Warren Chapman

Philip Smurthwaite opened the meeting at 9.31am and welcomed those in attendance.

1. Establish a quorum. (20)

A quorum was established.

2. Apologies:

Murray Garland, Grant Baguley, Bob Sievwright, Neville Carpenter, Warren Parris, Matt Henney, Michael Selak, Louise Rawson, Mitch Rawson.

Proxy Votes:

- Brent Forman holds Michael Selak's proxy.
- Mike Johnson holds Joanne Johnson's proxy.
- Andrew Walker holds Matt Henney's proxy.
- Martyn Seddon holds Matthew Seddon's proxy.
- Shane Geddes holds Kayne Barrie's proxy.
- Warren Chapman holds Steve Chapman's proxy.
- Brent Forman holds Grant Baguley's proxy.
- Shane Geddes holds Ross Wilson's proxy.

3. Minutes of previous AGM (2024).

The minutes of the 2024 Annual General Meeting were passed

Moved: David Whitburn.

Seconded: Mike Johnson.

4. Matters Arising

There were no matters arising.

5. Consideration of Accounts for the year ended 31.03.2025

Andrew Walker (Treasurer) spoke to the Accounts:

- **Financial Position:** The organization is approximately \$5,000 better off this year compared to last, largely due to \$2,500 in additional income from grid fees at the Manfeild round. Key expenses included trailer refurbishment, a new gazebo, and significant investment in the scholarship program and car.
- **Accounting and Reporting:** There were concerns raised from the floor about the readability of these accounts and the need for clearer, more straightforward summaries for members.

It was mentioned that the financials have become more complex as the organisation transitions to Tier 3 reporting under the Incorporated Societies Act. This requires more detailed financial statements, moving away from the simpler cash-based approach previously used.

- **Depreciation Adjustment:** The scholarship car, previously depreciated by \$15,000 annually, was not depreciated this year, as this is not a legal requirement for the organization under IRD rules.
- **Expense Breakdown:** A question was raised about the \$16,000 listed for the scholarship day, with clarification needed on whether it includes pre-season testing expenses. Andrew Walker will follow up on this.

6. President's Report:

Phil Smurthwaite read out his President's report (refer Attachment 1).

John Mulrennan acknowledged from the floor the valuable contributions of Mike Kitchen and the BMW Car Club NZ to the Dixi publication this year, as well as their ongoing support for the race series.

Passed: John Mulrennan

Seconded: David Whitburn

7. Next Season:

Raewyn Burke shared the proposed 2025-2026 race calendar.

Tim Hill from NZIGP Events attended and outlined the current challenges in setting the race calendar.

- Previously, HRC Events ran 12 race meetings per season, plus two endurance events, across three circuits: Hampton Downs, Taupo, and Pukekohe. These meetings accommodated up to 14 classes with around 200 competitors each, often running until 6 pm or later. Currently, NZIGP runs eight meetings per season, with one fewer circuit as Pukekohe is no longer available.
- Track time is increasingly competitive, shared with other motorsport disciplines like NextGen, motorcycling, drifting, and commercial events. Taupo is particularly constrained due to other major events and its proximity to the horseracing venue. Additionally, competitor numbers are declining, and there are fewer marshals available.
- Despite these constraints, interest remains high, with 33 classes expressing interest this season. However, tighter restrictions mean a 5 pm cut-off at both circuits and fewer classes per event. Class selection now considers loyalty, average grid sizes, back-to-back pairing potential, and the level of officiating required.

- Potential alternatives to consider is to include utilising the Club Circuit at Hampton Downs, exploring hill climbs etc, and considering new venues like Thunder Ridge.

8. Consideration of Remits:

Remit One & Remit Two:

Subject: Full points for qualifying / Adjusting qualifying championship points for Open Class

Name: Matt Henney / Frank May

Key discussion points:

- The change appears to have had the opposite effect to what was intended, with some suggesting it has worsened the competitive balance.
- The impact has been more noticeable in Open GT, A, and B classes, and less so in Open C and 2 Litre.
- Several drivers openly admitted to sandbagging, noting that under the current format it is a viable and sometimes necessary strategy to remain competitive across the weekend.
- A fundamental question was raised: Are we running a time trial, or are we running a race?
- David Whitburn presented analysis from Rounds 5 and 6, showing that if full qualifying points had been used, only two positions would have changed – suggesting minimal impact on results and limited value in increasing qualifying points.

(Open GT, A and B only)

Those in favour of wanting full points awarded for Qualifying:10

Those against: 7

(2 Litre and Open C only)

Those in favour of wanting full points awarded for Qualifying:2

Those against: 10

It was also discussed that last season we changed the handicap breakout points penalty percentage to be greater. It was suggested that the handicap breakout percentage should also be adjusted from 1.5%, to 1%.

There were 23 in favour of this proposal, with 4 against.

Lastly, there were 18 in favour of moving to the old points system (10 points for pole only), and 3 against.

Remit Three & Remit Four:

Subject: Clarification on Rule 3.7 in the 2 Litre Class rules.

Name: Shane Geddes

Shane presented a remit to revise Rule 3.7 relating to gearboxes. He noted that the current wording is ambiguous and does not reflect current common practice.

Those 2 Litre competitors in attendance were all in favour to revise the rule as follows:

Drivetrain: Gearboxes are free in terms of make, gears and ratios, however gearboxes with a sequential shift type mechanism are not eligible within this class. Differentials are free.

Remit Five & Remit Six:

Subject: Increasing the maximum camber allowable in the NEXEN Tyre E46 class

Name: Blair Gray and Nick Mitchell

(Blair Gray requested an increase to 4.5 degrees of negative camber, while Nick Mitchell requested 4.0 degrees negative camber on the front and 3.5 degrees negative on the rear.)

Key Points:

- Blair Gray shared real-world endurance experience, showing significant tyre wear reduction with higher camber (e.g. 4.2° vs spec setup).
- Nick Mitchell noted better tyre life and rotation potential.
- Majority now run Fortune Auto suspension, making the change feasible without modification. However, concerns were raised about fairness to those still on Koni shocks.
- Shane Geddes cautioned about reduced braking in the wet; Nik raised concerns about widening the skill gap. Nick Mitchell disagreed, noting benefits outweigh minor differences.
- Seb Noble and Andrew Walker flagged the need to ensure changes don't demand modifications and remain achievable across setups.

Vote (Nine E46 competitors present):

In favour of a change: 7

Against: 2

Remit Seven

Subject: To introduce mandatory Judicial Cameras in all E46 class cars to support fair and efficient incident reviews.

Name: Raewyn Burke

No objections were raised from those present, though the following points were raised:

- Competitors would be responsible for supplying their own camera equipment.
- Footage is intended primarily for MotorSport NZ and the Series Committee for review purposes.
- Clear, enforceable rules to be written: failure to provide footage when required will result in penalties, regardless of reason.
- A minimum quality and angle standard would need to be specified.

Remit Eight

Subject: Having all the series competitors pitted together. having the series sponsors signs and flag up on the gazebos/tents. when people are walking around spectating or window shopping for what they want to race it's hard to see the series cars and understand they are one class.

Name: John Boswell

John spoke to his remit, explaining the intent of the idea is to improve the class's paddock presence to enhance professionalism and align with the example set by other series like CMC, Utes, and Honda.

- Taupo trial showed benefits of grouping, even with mixed tents and garages.
- Strong support for better signage, flags, and overall visual cohesion.
- Suggested: class banner with driver names, group buy for shared resources.

- Noted: garage users miss out on camaraderie - grouping helps build team feel.
- Some competitors already try to group E46s together in garages.
- To explore signage, marquee options, and potential sponsor support.

Remit Nine

Subject: Control Parts Availability

Name: John Boswell

John explained that since writing the remit, he has done further research.

Remit Ten

Subject: Vehicle Weighing

Name: Nick Mitchell

Nick spoke to his remit, and it was established that if more resource was available, we could make some one available at pit entry to direct cars to the weigh station (or not). One-way radio receivers (as per later remit) could help with this.

Remit Eleven

Subject: Rolling E46 Guards

Name: Nick Mitchell

It was discussed that rolling of the inner guards will be made acceptable, so long as the external profile remains unchanged.

Remit Twelve

Subject: Sway bar links

Name: Nick Mitchell

- Fortune Auto shocks were supplied with incorrect or inconsistent front sway bar link brackets, causing part discrepancies.
- Technical Advisory Working Group are generally opposed to allowing custom sway bar links, especially at the front, as Fortune Auto provides them – they should remain a control part.
- Andrew Walker noted rear bars aren't mandatory; therefore, setup flexibility should be allowed.
- Shane and Nick Mitchell confirmed distance of rear bar to mount is small enough that a male/female pair of rod ends would fit and would be low cost.

In favour of allowing the change: 5

Against: 0

Remit Thirteen

Subject: E46 Park brake system

Name: Nick Mitchell

Confirmed that the technical notice in a recent newsletter clarified this, to be introduced properly within the rules for next season.

Remit Fourteen

Subject: To introduce one-way radio receivers

Name: BMW Race Driver Series Committee

Raewyn Burke outlined the advantages of introducing a one-way radio system, such as safety and clarity.

There were a few key points raised for consideration:

- Who would do the radio calls?
- How would it effect the current users of the traditional race radio?

There were no objections in trialing this for the upcoming season.

Remit Fifteen

Subject: To remove the race drop rule for all classes.

Name: BMW Race Driver Series Committee

Key points raised:

- Could the rule could be applied on a class-by-class basis.
- Importance of tracking competitor standings accurately after each round.
- Without race drops, competitors affected by incidents beyond their control could be unfairly penalised, and participation might drop off later in the season if title contention becomes mathematically impossible.

There was an indicative vote, with 18 in favour to get rid of the race drop rule, with 19 in favour to retain it.

9. General Business

- There had been a remit missed off the documentation, which Shane Geddes raised. The remit was that for the last two races of the season, 2 Litre/Open C Class could have 30 minute race instead for double points.
 - It was noted that some cars struggle with fuel system reliability over extended running, particularly in endurance formats, and that we have a separate endurance series to cater for longer racing.
- Shane Geddes read out his Scrutineering Report (Refer Attachment 2) and received thanks from the floor for the work done by those who did the end of season scrutineering.
- Oliver Wilson raised from the floor, that at the last Round in Taupo after Race 3 of the NEXEN Tyre E46 class, a vehicle was required to weigh but didn't have the driver with it. Phil Smurthwaite clarified that the driver was competing in multiple back-to-back classes. The car was pre-weighed with and without the driver, and that weight was recorded in advance for reference. This was a planned process, though all agreed something to consider in future is to notify other entrants to avoid animosity.

10. Meeting closed at 12.35pm