

2023 ANNUAL GENERAL MEETING OF BRITISH HISTORIC RACING
To be held at the:
Mercure Daventry Court Hotel, Sedgemoor Way, Daventry, NN11 0SG
On 25th November 2023 at 1.00pm

AGENDA

1. Welcome and Chairmans Award
2. Apologies
3. Minutes of the 2022 AGM to be adopted
4. Matters Arising from the Minutes.
5. Chairman's Report.
6. Secretary's Report.
7. The 2023 Accounts and Treasurer Report
8. To elect committee members for next year – 2024.

The following members have been proposed and seconded.

- i) For re-election:
 - a) Gerry Daine
 - b) Ralph Coldwell
 - c) Georgina Coldwell
 - d) Jayne Allison
 - e) Sophie Thomas
 - f) Carole Allison
 - g) John Lorrigan
 - h) Mike Kemp
 - i) Ann Goodey
 - j) Nic Powell

- ii) For election
 - a) Wendy Glenn
 - b) Richard East
 - c) Henry Gaunt
 - d) Andy Taylor
 - e) Dave Bristow

9. i) The Chairman for three years (The incumbent officer is not standing for re-election)
Nominations for this post Ann Goodey

ii) The Secretary for two years (The incumbent officer is standing down)
Nominations for this post Georgina Coldwell

10: The Proposals

10.1 To include Mikuni VM carburettors in the eligibility rags going forward.

Proposer: Dave Matravers VMCC Membership No.33636
Seconder: Ralph Coldwell VMCC Membership No. 49228

Reason:

To fall in line with the Classic club and allow their riders to enter our events without penalty.

10.2 Hinkley Triumph Triple Class

Proposer - Joe Norton Mead (VMCC Membership No. 62606
Seconder - Dave Mead (VMCC Membership No. 62606-1

This would consist of 885cc 3 cylinder carburetor production based models from the 90's, allowing 4 pot calipers and floating discs. Not allowing non metal fuel tanks.

There was a Speed Triple Challenge back in the mid 90's and this would allow participants to race cheap, great sounding British made machines. With road bikes being available for less than a £1000, this would be great for current racers to enter additional classes or like me in the BEARS class, get into racing without breaking the bank.

I see this class being able to be run with the Sportsbike Superbike class, with the performance comparable to the 600s.

10.3 To alter the capacity limit within Class 23a from 125cc to 150cc, with allowable rebore.

Proposer: John Fisher VMCC Membership No. 60836

Seconded: David Troop VMCC Membership No. 62073

Current Position:

The current class regulations state:

125cc 4-STROKE: To include all production air cooled 125cc 4-stroke bikes.* (NB: New Class from 2018 season to replace CG125 class (specification ratified at AGM 11/17) Incorporates AIR COOLED 125cc, 4 stroke Solo Motorcycles, Pushrod Operated Valve Gear based on the Honda CG125*. (AGM 23/11/2014 ratified AGM 22/11/2015) SPECIFICATION. (Includes amendments AGM 12/18) ENGINE: Any 4 stroke air cooled production based engine up to 125cc. Any internal modifications permitted. FRAME: Production based. Any manufacturer. (Any modifications permissible, but must retain an original OEM primary frame element. I.e. Headstock & spine/cradle or beam as applicable. Fuel Tank must be in "normal motorcycle" position) BRAKES: Any disc and caliper or drum brake. WHEELS: Any 17, 18 or 19 inch spoked, cast or alloy. FORKS: Any telescopic type including upside down type. CARBURETTOR: Any carburettor(s) available. Fuel injection only if of an original production fitment type. TYRES: To conform to ACU standing regulations for road racing club events. (no slicks or wet weather tyres allowed) FUEL: Pump petrol, maximum octane as per BHR standing regulations. EXHAUST: Free range to comply with current ACU noise regulations. APPEARANCE: Can be raced in standard road trim or any level of "race/ customised trim" as desired. Faired or unfaired. Classicperiod-styled machines greatly encouraged. NOTE: Allowable re-bore accepted. The aim is to create a very low cost racing class. It is hoped that machines prepared for this class would be in accordance with this ethos. ELIGIBILITY: Any doubts as to eligibility refer to BHR committee before building. (Note: - up to 150cc machines may be permitted to enter on "not for points" basis, but Capacity MUST be declared. Committee to have discretion to add a formal 150 class if entries sufficient)

Benefits to above Proposal:

The class will remain based upon 125cc four stroke, push rod operated solo motorcycles, but will allow for progression within the class. It will still be a low cost initial racing class, with the option for competitors to progress once racing within it.

The cost of 150cc cylinders for CG 125 based engines is cheaper, which is an ethos of the class. (For example genuine Honda 125cc barrel: £115.81/ Pattern 125cc barrel: £73.70/ Pattern 150cc barrel: £62.69)

By achieving a performance increase through capacity rather than tuning alone, the class ensures more reliable, and thus cheaper racing (again, in keeping with the spirit of the class)

A 150cc limit ensures closer, interclass racing, for example with the stock bantam class, which is better for spectators.

Racing is safer, as there would be less pronounced speed differentials

In line with the final sentence within the current class regulations, all 5 current competitors in the class support this proposal and have signed to that effect below.

10.4 Tyre regs for the 2024 season to be kept strictly in line with the current 2023 BHR regs. I.e., TYRES: Slicks, hand cut tyres, Wets, Tyre-Warmers are NOT permitted. This should be applicable to all events/classes including any guest classes that may attend BHR events.

**Proposer:- Cass Beardmore, VMCC Membership No. No 53020,
Seconded:- Steve Bailey VMCC Membership No. No 53020-1**

I have put forward in my opinion I feel that allowing the use of wet weather tyres etc would be detrimental to BHR.

Allowing for the use of the wet weather tyres from my experience causes no end of problems. Firstly the vast majority of bikes currently running with BHR would not be able to source wet weather tyres for their machines. For those that are able to purchase wet weather tyres this is another extra expense, which I am sure at the moment the vast majority of riders would not want. I can certainly speak out for the Earlystocks riders in that our members I am sure would be against the use of wet weather tyres.

I accept that CRMC has just extended their rules to allow for certain machines to use the wet weather tyres amongst other rule changes, however from the feedback I have had this has not been received well & we have had a lot of interest from riders looking at running with BHR & Earlystocks for this reason.

I accept that the plan by BHR would be that if wet weather tyres were to be allowed then the class allowed to use them would have to have a minimum number of riders in their event. The problem I can foresee with this is that for example if this class had to have say a minimum of 20 riders so they had a stand-alone event, what would happen for example if they only had 15 riders.

BHR obviously would not want to turn 15 riders away from a meeting, so then that would lead to the question of how you could mix a grid in the event of wet weather.

I also don't think it would be fair on a rider if they had entered a meeting expecting to use wet weather tyres & then suddenly in the case of inclement weather to be told at the meeting that they didn't have enough riders to have a grid of their own & therefore can't use their wet weather tyres.

Mixed grids of events where some riders are allowed to use wet weather tyres with others that are prohibited from using wet weather tyres are not a good solution. From previous experience with our riders this would not go down at all well & has led to numerous complaints to me & unhappiness as well as safety issues being raised with riders expecting everyone not to be using wet weather tyres.

This for us was a large part of the attraction of Earlystocks running with BHR as tyre warmers & wet weather tyres weren't allowed.

- 10.5 Rotate where possible the Race order for each class at each event, so the same classes aren't ending up at the end of the programme & where time is short having their laps cut.**

Proposer:- Cass Beardmore, VMCC Membership No. No 53020

Seconded:- Steve Bailey VMCC Membership No. No 53020-1

As regards the rotation of event order. I appreciate this is extremely difficult task for the race secretary & this is not a criticism by any means but I have been approached by riders commenting that they always seem to be at the end of the programme & as in the case of the last meeting at Cadwell, the last race was dropped to just 3 laps due to time constraints. To give you an idea if you look at event 27, this was the 1st race at Mallory. The 9th Race at Cadwell, 9th race at Pembrey, 3rd race at Darley, 9th race at Anglesey & the 9th race at the Sept Cadwell meeting. So as can be seen event 27 appeared to have a disproportionate number of events at the end of the race programme.

- 10.6 To be eligible for any end of year championship awards a rider should have competed in at least 50% of the BHR championship rounds for 2024, however the committee may use their discretion if deemed appropriate.**

Proposer:- Cass Beardmore, VMCC Membership No. No 53020

Seconded:- Steve Bailey VMCC Membership No. No 53020-1

As regards End of year BHR awards. My proposal that a rider should have competed in at least 50% of the BHR championship rounds is just a suggestion & would hopefully contribute to a financial saving for the BHR Club. We have actually had riders comment to us that they are not turning up at the presentation evening as it is too embarrassing when for example they have only competed at one weekend meeting.

We have also had riders suggest to us that as regards event 26 (the pre 1989 machines) where there are currently 7 classes within this event they feel this is just too many classes in this event, which may be something BHR wishes to look at.

Sadly we are finding that more & more riders seem to be less interested in end of year awards. Obviously this can be assessed better when it is seen how many awards winners actually attend the BHR presentation evening this year or even contact BHR to say they are not attending & arrange to collect or have their awards sent on to them.

- 10.7 Proposal - The formation of a 750cc and under pre '73 class sidecar class. To combine events 16a, b and c into 1 championship.**

Proposed - Adam Holden VMCC Membership No 60588

Seconded - James Salisbury VMCC Membership No 61033

Given the very small class entries, combining them makes sense, resulting in pre '73 sidecars having under and over 750cc classes aligning the club with the Camathias cup and other European championships. This will make the class more appealing with competitors committing to more rounds.

- 10.8 If a non-eligible machine is allowed to compete in any BHR event on a non-Championship basis, then the machine should be one that if it wasn't for some minor digression from the rules for that class it wishes to enter. It should not extend to a much newer machines which ordinarily have no BHR class to run in. This entry/entrant should also be clearly marked in the programme that it is not a championship entry to save any confusion amongst riders to know who is in their class.**

Proposer:- Cass Beardmore, VMCC Membership No. No 53020

Seconder:- Steve Bailey VMCC Membership No. No 53020-1

If a non-eligible machine is allowed to compete in any BHR event on a non-Championship basis, then the machine should be one that if it wasn't for some minor digression from the rules for that class it wishes to enter. It should not extend to a much newer machines which ordinarily have no BHR class to run in.

The reasoning behind this is that as we saw at the September Cadwell meeting there was a 1999 Yamaha R6 running in class 51. Even the commentators were confused as to why this bike was out in the race. I have also seen on social media that someone has also asked to race a 2001 Aprilia with BHR.

My opinion on this from previous experience is that in allowing later non eligible bikes would upset more riders that you would gain. You could start to find that those people who are not interested in championships or awards turn up with ineligible bikes just so that they can be at the head of a race as they have a vastly more modern & quicker bike to what they would be running against.

We have had it on a number of occasions particularly at the start of a season pre TT where some riders have taken this as an opportunity to upgrade their ACU Road Race Licence as otherwise they wouldn't have been quick enough to upgrade their licence.

We have over the years had a few ex BSB riders race with the club & we have learnt that whatever bike you allow to enter you have to work on the fact that it could be a BSB or ex BSB rider & could well be capable of lapping most people in the race.

This then leads to complaints & loss of some riders who are abiding by the rules.

10.9 To change how club officials are voted into post

Proposed by: Ann Goodey VMCC Membership No 1135

Seconded by: Mike Kemp VMCC Membership No 15572

Current Method

The proposed committee members are voted into post by the membership. When the committee is formed, the membership vote for the proposed officers for the club consisting of Chair, Treasurer and Secretary.

Proposed Change

As above with the exception that, the committee alone vote for the Chair, Treasurer and Secretary from within the elected committee.

Reason for Change

For the 2024 season, the race interests and organisation will be removed from the BHR and become the remit of the newly formed BHRC. The newly formed club will consist of competitors and officials (ie. people wanting to be involved in the running of the club) who will possibly for the most part not be VMCC members. To leave the appointments of Chair, Treasurer and Secretary to the elected committee is to allow the formation of a more dynamic and close working committee in the interests of the club.

10.10 To modify slightly the Pre 1990 Event 26 rules as outlined

Proposal by Mark Herbert VMCC Membership No 58046

Seconded by Nic Powell VMCC Membership No 52185

Rationale:

1/ to slightly rationalise the number of classes running BHR Event- 26 from current 7-classes to 5 classes. Current Event 26 has too many classes, more than necessary!

2/ to promote a wider range of machines able to enter competitively, whilst maintaining a class performance balance on track (particular ref to "Sports" Class).

In short, the proposal is :-

Sports class: to allow up to 650cc twins and open capacity singles.(ie wider range of similarly competitive machines than present)

Supersport 600 aircooled and liquid cooled classes combined into one (affects just one machine type of the period)

Superbike 1300cc Aircooled and Liquid cooled classes combined into one

Class rules to be modified as indicated below : ("edit notes" included to highlight proposed changes)

1980'S PRODUCTION BIKES. (AGM 12/18) This is for solo motorcycles of any country that could be purchased from dealers for use on the roads. No purpose "factory-built" racing or grand prix bikes allowed. The nominal cut off date of manufacture 31st December 1989.

(NB. Bikes may be eligible if manufactured post 1989 provided there have been no significant changes to the chassis or engine used).

1/ SPORTS CLASS:

2 stroke machines up to 350cc, 4 stroke twins & multi cylinder up to 400cc & 4 stroke single cylinder up to 600cc. four stroke multi to 400cc, twins to 650cc, singles to – open capacity

2) SUPER SPORTS 600: (combines air & liquid cooled, previous was seperated) Multi-Cylinder to 600cc, (twins to 750cc)(2-stroke to 400cc)(aircooled and liquid cooled)

3) SUPERBIKE-1, up to 750cc Aircooled Multi , twins to 1000cc
(was ia) Air cooled to 750cc multi cylinder & 1000cc single cylinder)

4) SUPERBIKE-2, 750 Liquid-Cooled Multi , & twins to 1000cc (no change)
(note: specific air/oil cooled machines are classed as liquid cooled. eg GSXR Suzuki)

5/ SUPERBIKE-3 , 751-1300cc. (combines air & liquid cooled, previous was seperated) Aircooled or Liquid-cooled machines to 751cc to 1300cc available in the period
SPECIFICATION: (minor rewording to allow wider scope for period type self-built specials)

All bikes must be derived from standard road bikes of the period, no GP or factory race bikes permitted ,all to be based on street machines available to the public in the period.

FRAME; the frame must be either original with no tampering to the original frame number, or period-typical specials/aftermarket type. Bracing to the frame is allowed, of the type used within the period. Aftermarket swinging arms, available in the period allowed. Aftermarket frames such e.g. Harris, Spondon , self-built specials allowed as long as they were of a type typical of period or available within the period. The onus is on the rider to provide proof evidence of this.

BODYWORK: Must be original , or of a type that was typically available at the time. of the period

WHEELS: All wheels to be of a type available in the period.

ENGINES: Any internal modifications allowed, profile of the engine to look standard.

CARBURETTORS: Any carburettor available in the period allowed.

FORKS: Any standard or aftermarket available in the period allowed up to 43mm in size. No inverted types permitted unless shown to have been original factory fitment on the particular model pre 1990 (eg Ducati 851, Kawasaki ZXR400).

REAR SUSPENSION: Any original or aftermarket of the period allowed.

TYRES: No wet weather, slicks or cut slicks allowed. Tyres must conform to ACU standing regulations for road racing club events.

APPEARANCE: The appearance and style of the machine must be in period. Bikes can be racedfaired or un faired

10.11 To drop the over 50's and the novice championships as separate races.

Proposed: Ralph Coldwell. VMCC Membership No 49228

Seconded: Nic Powell. VMCC Membership No 52185

Instead, award points to qualifying competitors for their positions in their primary races and create the over 50's and novice championship awards from there.

Reason

Taking Cadwell 2 as an example.

The track costs £52 per minute to run a meeting. Without stoppages. It take around 20 minutes of track time per race, or £1040 per race.

The novice race had 7 entries at £35 per entry and therefore contributed £245 to the cost of the race, a loss of £795.

The over 50's had 18 entries and therefore contributed £630 to the cost of the race, a loss of £410.

By way of putting this into perspective, if those two races at those numbers were primary events, then the figures would have been £1680 and £4320 respectively. Or £3920 profit.

The proposal would free up two full grids for extra races, allow for extra laps, of just ease the Burdon of too many races at some meetings. it would also stop the confusion caused by the handicap.

The only downside is there may have to be a certain amount of subjectivity applied to the points system.

Anyone wanting to be considered for the two championships could pay a nominal £5 entry per meeting to cover the cost of the trophies.

10.12 BHR 500 Twins class (loosely referred thus far as CB500 class” although not exclusively Honda based)

**Proposed by Nic Powell VMCC Membership No 52185
seconded by Mark Herbert VMCC Membership No 58046**

In early 2023, BHR Committee took the decision to allow 1990's era "500 twins" to compete in BHR events, largely in response to rider requests looking for somewhere to get out and play given the winding-up of Thundersport UK. By and large, with around 50hp, such machines fit well on our grids performance-wise whilst allowing a broad set of donor machines available to boost entries as things may develop:

This proposal is:- to adopt the following set of guideline rules to permit the class to develop on BHR terms, and not the various "controlled regs" that exist with some "CB500 specific" classes with other clubs (final wording may be tweaked depending on agm feedback).

BHR 500 Twins Class

For "Stock-based" machines , or "specials", based on "4-stroke twin street engines" available from the 1990's era.

Specifically included machines/engine donors are are CB500 1993-2003 Drum & Disc brake Models, CBF500 model to 2008, Suzuki GS500 1989-2004 Kawasaki Gpz500 1987-2004, / ER500 1997-2006. Others may be added upon request/approval.

Frame & chassis: stock, or free mix & match of period cycle parts, including period type aftermarket or special-built frames.

Earlier engined "specials" machines running with more "modern" chassis components typical of the 90's era will be eligible to run.

Engine tuning and modifications permitted within capacity.

Tyres - Must be treaded. No Slicks. No cut slicks. No Wets.No Warmers.

Bodywork:- can be any stock-based oem bodywork. Non oem bodywork restricted to either naked machine, or aftermarket "bikini style ". No aftermarket "full race" fairings.

10.13 BHR BEARS Solos Class – proposal to add a later date cut-off class @ 1999

**Proposed Nic Powell VMCC Membership No 52185,
Seconded Peter Crawford VMCC Membership No 45202**

Proposal is to add an extra date cut-off class to permit later BEARS machines to compete within BHR. Existing date cut-off classes will remain in their existing 31Dec 1985. The new added date proposed at end 1999, to just about reflect the “25 year rule”. Some machines remaining substantially unchanged after this cut-off date may also be considered at BHR discretion.

Squarely aimed at likes of “Sport-Tourer” early generation Hinckley Triumphs 750/900/1200, Ducati aircooled Range (Monster 600 750,900 etc) (but not NOT Ducati 888/ 916), 16v BMW K-series, BMW “Oilhead” boxer range . . . all “Big-block” & “small-block” Moto Guzzi Types...the majority of which all would fit performance-wise safely “on grid “ with several of our existing classes where necessary (eg pre 1990 event 26 with GSXR/VFR 750 up to FJ1100, FZR1000 etc)

The current BEARS classes designate “standard” and “specials” . The initial proposal here is to throw things open, see what turns up, and refine classes later depending upon uptake , & at discretion of BHR committee &/or later AGM vote. Final wording depending on AGM feedback/vote.

BEARS ‘99 Class (added to existing Event 13 regs)

For all British, European, American machines available to Dec 30 1999.

“Stock-based” machines , or “specials” based on eligible “4-stroke street engines” available within the period .

Classes: up to 750cc, 751-1300cc

Specific machine types : (to be confirmed via agm, proposed in line with above)

Engine tuning and modifications permitted

Frame & chassis: can be stock, or free mix & match of period cycle parts, including period type aftermarket or special-built frames

Tyres - Must be treaded. No Slicks. No cut slicks. No Wets.No Warmers.

Bodywork:- can be any stock-based oem bodyworkfor the particular machine. Non oem bodywork allowed, but restricted to either naked machine, or aftermarket “bikini style “. No aftermarket “full race” fairings

10.14 BHR Supermono Class

**Proposed Nic Powell VMCC Membership No 52185
seconded by Ralph Coldwell VMCC Membership No 49228**

Since several years now, "Supermono GB" has not formally run with BHR. However, we have maintained a BHR Supermono class/Championship for folks who still wanted to come out and play with BHR... but we have no set of documented rules from BHR side! This proposal is to adopt the following to cover "Supermonos" running with BHR only. The following proposal relaxes some Supermono GB stipulations, in the hope to encourage a slightly wider range of entries to BHR events, which may not be permitted under direct "Supermono GB" regs.

BHR Supermono – proposed BHR class outline regs:

Type of eligible machine shall be broadly in line with Supermono GB specification/requirements, (ie engine based criteria, Four stroke single cylinder manufactured on or after 1st January 1976 (no modern replica's of pre 1976 machines), with the following exceptions which may differ with direct Supermono GB regs:-

1/ Supermono "Clubman" and "Evo" classes shall both be eligible, but run as a single class within BHR- events

2/ machines may be raced faired or unfaired.

3/ Handlebars: clip-ons are not mandatory. Both Clip-on bars or regular top-yoke mounted type bars are allowed.

4/ standard framed or modified or special framed machines allowed.

5/ Tyres - Must be treaded. No Slicks. No cut slicks. No Wets.No Warmers.

11. AOB and Matters for Consideration