

Minutes of the BRCA 1/8 Rallycross Annual Sectional Conference

Saturday 26th October 2019

Apologies for absence

Richard McKenzie

Alan Monk

Jim Thompson

Attendees: 33 members

Chairman's Report

Kevin noted another very good season, with all meetings ran well and pre booked to capacity. There were a few drop outs as the season went on, but lots of reserves to fill meetings so ensuring full events.

On the European scene we had a good attendance for the Euros B and at the Euros A with both events well run. There was one driver in Euros A main – Elliott Boots – who was unlucky with the weather playing a big part after a strong qualifying.

Euros B saw Lewis Jones and James Harold make the main final which was superb.

Finally, at the Over 40s Euros, Simon Willets was TQ with Jon Hazelwood coming through to win the event – a fantastic achievement!

On the National scene, big congratulations to Elliott Boots who had a fantastic final event to win the meeting and the season, with Jamie Clancy 2nd overall and Jon Skidmore 3rd – brilliant to see new names up there too.

Kevin said a big thank you to all committee who work so hard all year around, setting up, clearing away and running the events. A special mention to Matt/Juliet who do a lot of work between the events with the website and communication; also, Diane Merry for her work at the meetings itself.

EFRA Report

The EFRA AGM was due to take place in two weeks' time, there are no significant changes aside from one proposal to have both Euros B and Euros A in one week – which BRCA will vote against.

Next year's events will be: -

Euros A - Spain

Euros B – Austria

Worlds - Brazil

Over 40s - France

Entry Secretary / Treasurer's Report

Suzanne Griffin stated entry system working very well with online system bedded in, only one driver was fined £50 for a "no show" - which the section decided to give to charity

The financial position of the section remained healthy, with a very small surplus for the year. No significant expenditure is expected and overall, the section remains healthy with a bank balance of just under £18,500.

The British Radio Car Association (BRCA):

- (a) To promote the construction and racing of radio-controlled cars.
- (b) To facilitate the exchange of information and ideas relating to the sport.
- (c) To set rules and standards for construction and racing.
- (d) To encourage National and International competition within a co-ordinated calendar.

Mark Stitson noted that there was a proposal to increase the meeting allowances provided to clubs running a National event, put forward by the Committee.

There was no proposal to increase the entry fee for 2020, but it was likely that increasing the allowance would mean making a loss in 2020, and so it was likely the entry fees will increase in 2021. At that point this would be the first increase in many years.

Clerk of the Course report

Lewis Millman went through each event in turn noting various points from track layout, pit area, organisation, rostrums and other factors that are reviewed.

Key aspects to feedback before 2020 events was ensuring enough club members to help on all tasks needed;

Special mention to Shrewsbury given the challenging weather – huge number of helpers made a big difference!

Secretary's report

Mark Stitson commented that it had been another excellent season, with racing at the highest level, and all four championships competitive, not just the National Championship. It was also great to see young guns from last few years now really at the top.

Mark also mentioned it was nice to see another new venue for a National this year (Shrewsbury), but a big loss to lose Cleobury Mortimer.

Overall, there were 154 drivers attending a National event, with the highest average attendance at each meeting since the introduction of two-day meetings in 2012, and 118 drivers attending four or more events to complete a Championship score – again, the most since 2012.

Mark also mentioned that despite a very high level of competition, Rallycross has remained a very friendly section. Whilst it is run very tight to rules, that is exactly as a result of feedback received over many years of questionnaires being issued, with committee listening to competitors – competitors want rules adhered to, they want to have consistency in running the meetings, they want to beat their competition, but want respect and fun at the same time – these are the principles we look to adhere to.

Main AGM points to note/Exec dealings

Changes in Main Exec to be voted on tomorrow, but no real rule changes impacting the section.

Calendar

- Those applied for 2020: Herts, Shrewsbury, North West Nitro (Blackpool), Brookthorpe, Pembrey, Slough.
- The committee had and would continue to get feedback on the organisers in terms of capability to run a National event.
- Depending on final confirmation from clubs/venues on dates, a final calendar would be issued at the start of December 2019 with entries available in January 2020.

Proposals passed/rejected

1. Rule 4 [i] [New]: *The use of headsets between driver and pit crew shall be permitted whilst racing only. The headsets shall cover one ear only. The use of headsets shall be forbidden when marshalling.*

Proposed: Chris Sharpe-Simkiss (162430)

Seconded: Alan Monk (161416)

Proposal

APPROVED

2. Guidepoint 16: The Section supplies all the race timing equipment...

To be appended with: -

A secondary timing system completely independent from the main existing system shall be used – i.e. separate loop, separate decoder, separate computer

Proposed: Leon Morrell (3211)

Seconded: TBC

Proposal REJECTED

3. Guidepoint 5: A minimum of ten marshalling points will be located on the track and should themselves adequately cover the track (since only ten points are likely to be used for finals). No more than 12 marshal points should be laid out in total. Marshal points 11-12 should be positioned, but to be considered supplementary to the main ten points...

To become: -

A minimum of ten marshalling points will be located on the track and should themselves adequately cover the track (since only ten points are likely to be used for finals). For qualifying the maximum number of marshalling points should coincide with the minimum number of drivers across all heats. The maximum number of marshalling points should be used. Marshal points 11-12-13-14 should be positioned, but be considered supplementary to the main ten points...

Proposed: Graham Alsop (7537)

Seconded: Rachel Alsop (8712)

Proposal APPROVED

4. Rule 11 [d]: All Sub-Finals will last for 20 minutes, with a Main Final of 45 minutes duration. There will be a 5 minute “shake down” for all direct qualifiers to the semi-finals before the 1/4 finals, held in the order that the races will then be run.

To be appended with: -

Drivers must provide their own marshal who will stand on the marshal point corresponding to their car number. Marshalls who are marshalling for drivers 1 – 2 – 3 and 4 will marshal on points 11 – 12 - 13 and 14. The track should not be opened until all marshal points are covered.

Proposed: Graham Alsop (7537)

Seconded: Rachel Alsop (8712)

Amendment (Committee): -

Drivers must provide their own marshal who will stand on the marshal point corresponding to their car number. Marshalls who are marshalling for drivers 1 – 2 – 3 and 4 will marshal on points 11 – 12 - 13 and 14. Until a marshal is on the correct point, the relevant driver will not be allowed to start the shake down.

Proposal (with amendment): APPROVED

5. Rule 11 [q]: For the Grand Final, drivers must provide their own marshal who will stand on the marshal point corresponding to their car number. Until a marshal is on the correct point, they will not be allowed to start the race.

To become: -

For the Grand Final, ALL drivers must provide their own marshal who will stand on the marshal point corresponding to their car number, this includes points 1-2-3-4. Until a marshal is on the correct point, they will not be allowed to start the race.

Proposed: Graham Alsop (7537)

Seconded: Rachel Alsop (8712)

Proposal APPROVED

6. Rule 10 [k]: All At the end of each round, qualifying times and positions will be published, as will the points scores.

To be appended with: -

All these publications will be left available on the results board until the end of the meeting.

Proposed: Graham Alsop (7537)

Seconded: Rachel Alsop (8712)

Proposal APPROVED

7. Guidepoint 23 (New): A minimum of three 19 inch or larger computer screens to be situated in the pit lane (not too high), one close to either end and one in the centre.

Proposed: Rachel Alsop (8712)

Seconded: Rachel Alsop (8712)

Proposal APPROVED

8. Rule 2 [j]: At the end of each qualification heat, all cars (together with fuel bottle) are to be taken to scrutineering immediately. This applies to all cars that have participated at any time during the race. Cars need to be taken before the one minute to start signal for the next heat or in the case of the final heat of qualifying and for any finals, this needs to be one minute from being requested by the Race Organiser / Committee Official.

To be appended with: -

After each qualifying race 4 cars at random on a rolling basis will be scrutineered, (fuel capacity is un-necessary to be checked in qualifying) After each final the first 4 cars progressing to the next final will be scrutineered first and released if they all pass. All remaining cars will then be scrutineered. In the case of semi-finals all cars from the first semi-final will remain in parc ferme until the progressing 7 cars from the last semi-final have been scrutineered and passed, all remaining cars will then be scrutineered. In the case of the grand final ALL cars will be scrutineered. See Rule 15. Cars should be available for collection at the end of the following race.

Proposed: Graham Alsop (7537)

Seconded: Rachel Alsop (8712)

Amendment (Committee): -

After each qualifying race a minimum of 4 cars at random on a rolling basis will be scrutineered...

Proposal (with amendment): APPROVED

9. Rule 16 [c] (i) and (ii): The winner of the Grand Final will receive 127 points... The top qualifier...will receive 3 extra points, the 2nd highest qualifier 2 extra points and the 3rd highest qualifier 1 extra point. [Same impact for Clubman, Junior and Over 40s Championships – Rule 16 [c] (ii)]

To become: -

The winner of the Grand Final will receive 127 points... The top qualifier...will receive 1 extra point, with no other points available. [Same impact for Clubman, Junior and Over 40s Championships – Rule 16 [c] (ii)]

Proposed: Matthew Lewis (7229)

Seconded: Michael Lewis (11401)

Proposal REJECTED

10. Guidepoint 15: Race organisers will be paid £1250 to run the two-day event...

To become: -

Race organisers will be paid £1500 to run the two-day event...

Proposed: BRCA Rallycross Committee

Seconded: n/a

Proposal APPROVED

Election of Officers

Chairperson:	Kevin Griffin	<passed unanimously>
EFRA Rep:	Kevin Griffin	<passed unanimously>
Secretary:	Mark Stitson	<passed unanimously>
Treasurer/Entry Secretary:	Suzanne Griffin	<passed unanimously>
Clerk of the Course:	Lewis Millman	<passed unanimously>
Chief Scrutineer:	Andy Conroy	<passed unanimously>
Website Co-ordinator:	Matt Box	<passed unanimously>
Liaison Officers:	Juliet Exall (PRO)	<passed unanimously>
	Richard McKenzie	<passed unanimously>
	Steve Shakespeare	<passed unanimously>

Any Other business

Sectional award was presented to Diane Merry for her fantastic work across the season in helping run the events.

Colin Broadhurst raised the question of what type of insurance claim is/isn't possible on the race organisers – Kevin noted that all insurance claims and queries would be best answered by Jim Spencer (Main Treasurer for the BRCA).