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Minutes of 2019 BRCA 1/10th Electric Off –Road Section AGM

Date: **26th October 2019**

Time: **10:30**

Venue: **Premier Inn Leicester, Fosse Park, Braunstone Lane east. LE3 2FW.**

Present.

Paul Worsley (PW), Keith Wardle (KW), Gareth Bevens (GB), Tony Bishop (TB).

Apologies.

Jacque Rowcliffe, Tom Cockerill.

Minutes of 2018 AGM:.

The last year's minutes were agreed. Proposed – (GB), Seconded – (TB).

Addresses:

2019 :- Chairman's Address.

My personal thanks to all the persons that have helped to ensure that the Section has functioned to the usual high standards. Lots of help from behind the scenes that is not always recognised. 2019 saw :- Gareth doing the Time-Keeping for the fourth year, Tom Y. as Drivers Rep. (12 years) assisted by Tony Bishop on 4WD days, John C. as Head Referee (11 years) to ensure the 116k laps at events are to standard and Jacque (5 years) looking after all the entries and finances etc.

Plus Keith W. (7 years) to share the general load of the Section. Keith does a lot of work in the back-ground and the two of us communicate regularly to ensure all the details for running the Section are covered. The second opinion is often much appreciated.

Gareth has continued to do a great job in spending our money by purchasing more and better equipment. We are now in a position where all the PA equipment has now been replaced including high quality radio mics. with bespoke antenna to ensure radio mics. do not lose signal. A new race computer has been purchased and better wifi connection for broadcasting results live. This making our operation at National events much more sophisticated, that allows us to put sound wherever we need it easily.

I still do not know how John C. copes with standing on a rostrum for so many hours in all weathers. JC does an amazing job refereeing and the drivers respect his commitment and decisions, not only at National events, but also EFRA events and in 2019 as the EFRA and main Referee at the IFMAR World's. JC is certainly now a respected International Referee for all organisations. The way John 'persuades' the Junior drivers to 'do the right thing' is a testament to the skills that JC has for this sometimes onerous job.

And: not forgetting the ten (current) Regional Reps. that are part of the committee, that ensure some **100 Regional events** are organised in a correct manner. All Regional Reps. (I think) are regular competitors at National and/or Regional events, ensuring we have a broad base of knowledge and ideas on the committee.

I need to give a particular thank you to our eight Host Clubs in 2019. The 'spending spree' that Gareth has embarked on for the last three years has resulted in us having to take and 'set-up' a large amount of equipment at National events. So, for the last two years, we have required the host Clubs to provide all the PA speakers, stands, cables and amplifier that were needed specifically for the track and pit areas where possible. This has worked well and reduced the amount Gareth and myself have to transport, with the amount of time for set-up and pack-away much reduced. A great job by all Clubs involved and hopefully it has resulted in these Clubs having better PA systems for Regional and Club events.

I must also mention the Team of Commentators that keep us entertained at National & EoS events, they do a good job. Some giving-up a complete day to do this task.

2019 has been a successful year for the Section at all levels of events, which have been to the usual high standards. Skill of our drivers continues to amaze me and this is replicated at all events from World's and Euro's to Nationals, E of S Finals and also Regionals.

Our Section is responsible for the running of more events than any other Section and probably has larger numbers than other Sections. To run these events to the high standards that we all expect, the "Team of Personnel" in all areas has to be to the same high standard. **THEY CERTAINLY ARE !!**

EVENTS SUMMARY:

IFMAR World's Trencin, Slovakia.

At the end of 2018, the venue for this event was moved from Reims (FR) to Trencin (SK). The building of the very large indoor arena had been completed, but the clay/dirt surface was not completed until the end of March 2019. The amount of work undertaken by the 'crew' at Hudy Arena to make this event possible was impressive.

As this IFMAR WC event was hosted by the EFRA Bloc., Paul W. (as EFRA Section Chairman) had the responsibility of co-ordinating with the organisers to ensure all aspects were covered to ensure a World Class event. In the months prior to the event, some 300+ emails were received/sent to answer any queries raised by the organisers. This event ran very smoothly and was probably the best World's event that I have attended.

The organisers did a really first class job and I think all that attended agreed with this.

With the venue being clay indoors, weather did not affect the event and the total seven days ran exactly to the planned schedule. The facilities at this event were really impressive and the host Team had everything covered and were excellent to work with. The track surface was very consistent and the condition of the surface at the end of the week was the same as the first day. There were 33,156 laps recorded, equivalent to approx. 5150 miles. The banquet at the end of the week was really special.

Our National Referee John Cockill was the nominated EFRA Referee for this event, but in reality was the main Referee for the entire week, doing his usual consistent job. Thanks also to Julie Hall who acted as Team Manager for the UK Team and ensured they were kept informed.

Some of our UK drivers may not have achieved results that they expected, but I think all enjoyed the event.

16 UK drivers were entered in 2WD & 4WD.

6 cancelled in the weeks building up to the event. So 10 competed.

2WD (121 total competed).

10 Neil Cragg
17 Lee Martin
26 Elliot Boots
50 Paul Crompton
66 Tommy Hall
69 William Venables
78 Jamie Hall
89 Tyler Liddle
102 Mark Smith
119 Miklos Szabados

4WD (125 total competed).

14 Lee Martin
16 Neil Cragg
18 Elliot Boots
23 Paul Crompton
49 Tommy Hall
71 Jamie Hall
86 Tyler Liddle
89 William Venables
102 Mark Smith
121 Miklos Szabados

Winner in 2WD was Spencer RIVKIN (USA).

Winner in 4WD was Bruno COELHO (PT).

EFRA Euro's :- Pinerolo, Italy.

This event was at the same venue that was used in 2017. The track is primarily designed for 1/8 cars and is quite large. For 2019, I insisted the length of track was reduced, but the organisers did not do this in the way I had advised – so we still had the triple jumps on the 'back straight' that do not really suit 1/10 cars.

The start of the week had good weather, but heavy rain was forecast for the end of the week. The weather situation was monitored for several days and we decided to revamp the schedule and complete the 4WD event on the Friday instead of risking the expected rain on the Saturday. Although it was a late finish on the Friday, this worked, as it rained on the Saturday.

The total numbers for this event were quite low (at 75/77), but this was to be expected with the World's event a few weeks later, also in the EFRA Bloc. UK had the biggest Team (again) with 20 drivers attending.

UK drivers did not return home with either of the Championship trophies this year, but the overall results for UK were good. Our UK Junior drivers totalled 35% of the UK entry, with many achieving high Finals. This should certainly ensure that UK has good results at EC events in the future, as in past years.

Thanks to the Julie hall for acting as UK Team Manager and doing an efficient job of keeping all our drivers informed.

UK drivers entered were :- 19 in 2WD and 20 in 4WD

All showed and competed.

The 20 UK drivers results as follows:-

2WD (75 total entries)

6. Lee Martin
7. Neil Cragg
16. Paul Crompton
23. Tommy Hall U16
25. Joe Howson U16
28. Jamie Hall U16

4WD (77 total entries)

8. Elliot Boots
11. Lee Martin
16. Neil Cragg
19. Paul Crompton
23. Tommy Hall U16
26. Edward Callan

29. Edward Callan		32. Jamie Hall	U16
31. Josh Holdsworth	U16	37. Joe Howson	U16
34. Greg Williams		40. Josh Holdsworth	U16
36. Tyler Liddle	U16	41. Luke Holdsworth	
38. Luke Holdsworth		44. Greg Williams	
42. Alex Haywood		47. Tyler Liddle	U16
51. William Callan	U16	48. Mark Jones	
54. Natalie Williams		53. Alex Haywood	
58. Freddie Russell		56. William Callan	U16
59. Mark Jones		61. Freddie Russell	
65. Chris. James		65. Natalie Williams	
69. Archie Bowman	U13	68. Archie Bowman	U13
71. Chris. Boden		72. Chris. James	
		75. Chris. Boden	

Winner in 2WD was Davide ONGARO (IT). Winner in 4WD was David RONNEFALK (SE).

UK Nationals :

The 2019 Nationals were a big success and very competitive as always. And - the weather was 'kind' this year with no meetings cut-short. The total number of entries attending were 1430 over the twelve days (a few more than 2018), with the maximum possible being 1440.

The average number per. event being :- 2WD -- 119.7 & 4WD -- 118.7 (up on 2018). The entry at closing date was not as big as 2018, but this still resulted in large numbers being on Reserve Lists, especially in 2WD (at the first 2WD event, 30 Reserve entries did not get places). The number of Late Entries was similar to 2018, due to most members being aware of the big Reserve Lists.

Some drivers cancelled ALL entries before the Series started, when they saw their Reserve positions.

As in recent years, all Junior entries (U13 & U16) were given free entry to the National events. This resulted in 209 places for Juniors representing 13.5% of the total entry for the year (identical to 2018). The 2019 Junior entry at closing date was actually 278 places, but many had only entered 1 or 2 events and many were F5 Grade, meaning that many of these Juniors were on the Reserve Lists and did not gain places. But, still a good number of Juniors. The cost to the Section for the free Junior entries was approx. £2500. This was again a successful venture and should be continued for the future.

Entry for the 2019 Nationals could be done through the on-line system on the BRCA website using paypal or bank transfer, or emailing the entry form and paying by cheque. On-line entries using paypal was 74% of the total entry, only 6% (10 names) were paid by cheque. This suggests that cheque payment could be eliminated.

The complete figures:-

The numbers at Closing date (previous years in brackets) :-

	<u>2019</u>	<u>(2018)</u>	<u>(2017)</u>	<u>(2016)</u>	
# of names entered at Closing Date	211	(231)	(177)	(155)	2019 - 8.7% on 2018
# of entries (for all 12 days) "	1750	(1893)	(1522)	(1312)	" - 7.6% on "

At entry closing date; we had a Reserve List for all 12 days. The first 2WD event had 37 Reserves at closing date. The smallest Reserve list was 4WD event #5 with 6 Reserves.

The first 2WD event was full with 120 drivers, with eventually 30 Reserves not gaining a place. In 2WD, only one event did not have 120 drivers competing. In 4WD, three events had 120 drivers competing. The lowest number at any event was 117.

No-Shows were slightly higher than 2018, with 15 entries 'not showing'.

Cancellations in the few days prior to each event were as usual, adding more time wasted to the Heat Lists administration. Very frustrating at times !!

	<u>2019</u>	<u>(2018)</u>	<u>(2017)</u>	<u>(2016)</u>	<u>(2015)</u>
Cancelled before Series start:	40	(156)	(no rec.)	(no rec.)	(no rec.)
Confirmed cancellations	147	(175)	(229)	(137)	(115)
No- Shows	15	(10)	(38)	(30)	(45)
Reserves cancelled	81	(64)	(36)	(10)	(Zero)
Reserves places not gained	113	(152)	(38)	(7)	(Zero)
Reserves at Closing date	310	(453)			

Including some Late Entries, the 2019 final numbers were good :-

	<u>2019</u>	<u>2018</u>	<u>(2017)</u>	<u>(2016)</u>	<u>(2015)</u>
Total entries for 12 days	1430	(1423)	(1373)	(1313)	(1233)

2WD had	120 max.	118 min.	119.7 av.	(2018 av. was	119.5)
4WD had	120 max.	117 min.	118.7 av.	(2018 av. was	117.7)
# did 4+ events (2/4)	125/121	(121/122)	(122/106)	(110/100)	(98/86)
# different drivers: (2/4)	158/176	(176/174)	(174/181)	(180/184)	(188/172)
# different drivers total : (2&4)	199	(204)	(211)	(222)	(216)
# of U13 names (entered)	13	(20)	(18)	(19)	(14)
# of U16 names (entered)	17	(19)	(13)	(12)	(13)
# of Vets (entered)	67	(81)	(58)	(65)	(43)

# of F1 for 2020	49	(44)	(43)	(42)	(38)

The TOP 3 :-

2WD	4WD
1. Neil Cragg	1. Neil Cragg
2. Lee Martin	2. Elliot Boots
3. Danny McGee	3. Lee Martin

2019 Secretary Address: Regional Series and End – of Season Finals:

Regional Numbers:

All but N. Ireland held very competitive Regional Series. As usual, the numbers were up/down for the individual Regions compared to previous years. Good news; that for the fourth consecutive year, the total number of different drivers competing at Regionals went into four figures. In 2019 – 1052 drivers attended at least one Regional event, (compared to 1120 in 2018). A decrease of 6% - but still very good.

Total number doing at least one Regional event over recent years being :-

2019	2018	2017	2016	2015	2014	2013	2012
1052	1120	1043	1049	984	984	968	944

The number of drivers that swapped Regions increased even more than last year, with 71 swapping Regions (last year was 49) but only 4 drivers competing in two different Regions for the two Classes. Checking the licence grades for the next year becomes more difficult, as the drivers changing Regions have to be recognised (from 3144 names). ALL Reps, were extremely good with forwarding their results quickly with Licence numbers included, so the task was easier to control. Thanks to all Reps. for their good input.

Total number of names attending in each Region :-

	2019	(2018)	(2017)	(2016)	(2015)	(2014)
E. of Eng	128	125	105	114	88	86
M. East	126	133	118	132	138	142
M. South	69	90	116	105	105	126
M. West	133	170	151	168	158	174
N. East	172	136	149	120	106	124
N. West	91	139	109	122	120	98
S. East	105	86	78	77	92	88
S. West	62	68	70	67	74	58
Scotland	102	95	72	79	48	38
Wales	64	78	75	65	55	50

Every year we have 20/30% new drivers doing Regional's. In 2019 it was 208 = 20% of the total for all Regions..

Of the number that were new to Regional's in 2019 - 51% (106 drivers) did not return to compete at Regionals in 2019. This figure is usually near to 50%. (But last year was 39%).

In 2019, there were 44 F1 drivers. Most did at least one Regional, but only 18 of them did enough Regional's to gain a Top 10 place in the Region Series.

End of Season Finals:

Following the success of National entries being done on-line through the BRCA website, it was decided that the End of Season Finals entries must be processed in the same way. Regional Reps. were still in control of selecting which drivers in their Region had places and were given a password to give to those drivers that had gained a place. Entry fees could be paid by paypal or bank transfer. The preference of using paypal varied: for the Vets. event 39% chose paypal, but at the F2345 event 55% chose paypal (for National entries, 74% chose paypal).

This system worked very well. Whilst the administration of co-ordinating all the entries took a bit more time, the amount of time collecting and checking all the cash from Regional Reps. (as in previous years) was completely

eliminated and no cash being dealt with at the events. The system needs a little 'fine tuning' to help the Reps. administration, which we will do for 2020.

Numbers (actual that attended):-

	<u>2019</u>	<u>(2018)</u>	<u>(2017)</u>	<u>(2016)</u>	<u>(2015)</u>	<u>(2014)</u>	<u>(2013)</u>
U13 (2/4)	26/20	(26/19)	(22/20)	(27/17)	(20/15)	(18/14)	(14/10)
U16 "	14/14	(17/11)	(7/7)	(9/9)	(10/8)	(8/8)	(13/11)
V40 "	37/34	(43/33)	(32/32)	(34/36)	(31/27)	(19/19)	(26/26)
V50 "	12/11	(10/5)	(6/6)	(9/8)	(17/15)	(9/10)	(13/8)
F2 "	27/18	(29/26)	(36/36)	(26/26)	(17/13)	(33/34)	(25/25)
F345 "	83/48	(73/45)	(78/64)	(91/76)	(73/53)	(84/69)	(107/87)

End of Season Finals Winners :-

	<u>2WD</u>	<u>4WD</u>
U13	Charlie Saunders	Charlie Saunders
U16	Tommy Hall	Tommy Hall
V40	Nathan Ralls	Phil Sleight
V50	Tony Evdoka	Tony Evdoka
F2	Tyler Liddle	Edward Callan
F345	Matthew Moore	Ross Nicholson

Our sincere thanks to all those involved with the organising of all our Nationals, End of Season Finals and especially the Regional Reps. for all their work.

2019 Treasurer Address:

Jacquie Rowcliffe was unable to attend the AGM, so the chairman gave a summary of the accounts.

The year was busy as usual, with Nationals, End of Season events, and Euro's and World's also needing the Section to administer.

With 310 National Reserve entries at closing date, it was obvious there would be many not getting places that would need refunds sent. The total refunded to these Reserves was £2256 (188 entries - 64 names), mostly done by paypal which is a more simple process to administer.

The continued use of Bank transfers (instead of cheques only), together with On-Line entry through the BRCA website started last year, has made the payment process much easier to control and monitor. In 2019 there was a big increase in those using paypal, with 74% of the National names using this method and only 10 names using cheques. The End of Season events differ, with only 39% of the Veterans using paypal. Given that so few still use cheques, for the future it would be much easier if only paypal & bank transfer are accepted.

The Section made an accounted profit of £1134.04 for the year (£1490.84 last year).

However:- various 'provisions' need to be taken into account to give a true picture for the year's activities.

1. The Section collected all the entry fees for the WC event, but still awaits a final invoice to pay the Association. The amount still owed is £2420.
2. Loan repayments during the year was £1500. Included in the income, but is already Section money.
3. Payment for meeting rooms went astray and the Section owes the Association £294.

SO: The 'true' situation for the activities during the year is -- A LOSS of £3080.56

BUT: We did purchase equipment to the value of £2365.35 which will be used in future years. So the effective loss is not excessive.

Significant figures :-

National entry fees received were down by £784 compared to 2018, but the refunds for places not gained was also down by £888, so realistically little change.

We gave £2508 in free entries to Juniors at National events (identical to 201). Many Junior entries did not materialise, due to being on the Reserve Lists.

End of Season Finals entry fees were down £202. As with Nationals, all Juniors have free entry at these events.

The total Free Entries given to Juniors, including E of S events was £3684 (307 entries) (compared to £3768 in 2018).

The Junior & Vets event always makes a large loss, mainly due to low numbers.

Total cost for all trophies was slightly less than last year at £4064 (including repairs etc.).

Equipment purchased in the year of £2365, was much more than spent in 2018.

The outstanding amount loaned to a Club has now been completely repaid...

2019 Timekeepers Address:

The 2019 season has been yet another busy season with 12 heats at every meeting and only 10 places left vacant for the entire season and once again it has been an absolute pleasure to be with the section.

This is not only due to the work put in by all the committee members at the meeting and behind the scenes, but

also the attitude and discipline of the drivers at the events, working with us to run successful and enjoyable meetings.

During the winter we invested in new and upgraded equipment for the Section in the form of new radio microphones and a laptop which has so far proved to be successful, with the exception of a couple of audio glitches on the laptop, which have now been resolved. The only investment I'm predicting for the 2020 season is a new printer, however I'm not ruling out the need to purchase new equipment prior to the Euro's at Robin Hood but this should be minimal.

Over the last few years there have been issues with the non-genuine transponders being used and the RC4 decoder. This year has seen a reduction in instances, although this is based on a 'gut feel' rather than recorded data and I cannot say for certain if this is to drivers using genuine MyLaps products or advancements in the non-genuine equipment.

We did experience one abnormality with the timing system, at Stotfold during the first heat (Round 1) all the transponders in the heat registered about 50% of the normal signal. The loop and connections were checked but no faults were identified. The loop was retested and all cars were registering with the expected signals and worked flawlessly for the duration of the meeting.

Assuming I am voted to continue in my role for the next year, I have decided that it will be my final year as a BRCA official, this is primarily due to personal reasons, an increase in time required to complete my 'day job' and being fed up with roadworks on the M6! This does not mean I'm disappearing all together and I will try to help if there is a desperate need and the geography of the request is favourable. If there is anyone interested in taking the role on, I would welcome the opportunity to bring them up-to-speed with the workings of the section.

2019 PRO Address:

PW - we have no PRO during 2019. It was intended that we would continue with posting brief reports with photo's for our national events on the BRCA website, but this did not materialise. Hopefully this can be solved for 2020.

2019 Electric Board Address:

As the Electric Board meeting is scheduled to be after our Section meeting, a full report cannot be given. There are two proposals on the EB agenda, in addition to the usual details that have to be ratified for the following year. These being:-

1. Amending rules 5.7 & 6.4 to include the clarification relating to the procedure allowed for applying a chamfer/radius on the end laminates of the stator.
2. For the future: Motor Homologation Lists will only be updated once each month. This will be on the first Monday of the month.

Rule change proposals.

The Section had only received three proposals for amending current rules. As none of these proposals involved any major changes to our current procedures, the discussion was short.

For changes and results see Appendix.

Election of Committee:

The following officers were proposed seconded and elected.

Chairman	Paul Worsley.
Secretary	Keith Wardle.
Treasurer	Jacquie Rowcliffe.
Technical Officer	Paul Worsley.
Head referee	TBA
PRO	TBA
Time keeper	Gareth Bevens.
Driver's rep.	Tom Yardy, assisted by Tony Bishop
Vice Steward (for events)	John Cockill.

AOB:

National Venues Applications for 2020:

KW confirmed the current applications to hold a National event next year.

Stotfold MCC, HNMC, Kidderminster MCC, Telford MCC, Southport RCC (to be confirmed).

Section Award:

The Section award was given to Tom Yardy for his diligent work within the Section for the last twelve years; as Driver's Rep. and previously as a Regional Rep.

Meeting Closed 12:26.



Appendix:

2019 BRCA AGM. -- 26.10.19.

BRCA 1/10th. OFF-ROAD SECTION RULE PROPOSALS -- Received by 21.09.19.

Existing Rule :-

17.6 At the Referees' discretion, penalties can be incurred for bad driving and/or corner cutting with any one of the following, depending on the severity of the offence: Official Warning, Stop-Go penalty (Nationals Only), 5 or 10 second penalty, 1 lap penalty, disqualification. The Stop-Go penalty area must be well defined and in a position that is practical to operate.

Amend to :-

17.6 At the Referees' discretion, penalties can be incurred for bad driving and/or corner cutting with any one of the following, depending on the severity of the offence: Official Warning, Stop-Go penalty, 5 or 10 second penalty, 1 lap penalty, disqualification. The Stop-Go penalty area must be well defined and in a position that is practical to operate. ***If the Referee has decided to award a Stop-Go penalty but there is insufficient race time remaining to serve the penalty (eg. last lap), the Referee will instruct the Timekeeper to adjust the race time for the driver involved to reflect a 'served' Stop-Go penalty.***

Rationale :-

Current rules only allow a minimum of five seconds penalty if a Stop-Go cannot be served. When penalties are needed on the last lap, the Referee should have the authority to correct the time to give a fair result.

Proposed:- 161619 John Cockill. 09.04.19.
Seconded:- 1500 Paul Worsley. 09.04.19.

Committee supported

Vote numbers: For 3 Against Abstentions . Proposal Passed unanimously.

Existing Rule :-

23.5 Any type of speed controller may be used but it must be contained within the car and not protrude through the body shell.

Amend to :-

23.5 Any type of speed controller may be used but it must be contained within the car and not protrude through the body shell. ***At National and Regional sanctioned events, Reversing Speed Controllers are not allowed or the reverse function must be disabled. Failure to comply would result in the car failing Tech. Inspection.***

NOTE: Amended at Section AGM to clarify the penalty for using reverse (Red text above). Amended rule passed

Rationale :-

Most competitors do not want cars possibly reversing into their path.

Proposed:- 1500 Paul Worsley. 03.09.19.
Seconded:- 7463 Keith Wardle. 20.09.19.

Committee supported

Vote numbers: For 3 Against Abstentions . Proposal Passed unanimously.

New Rule :-

23.4.2 At National Championship events, any car competing in the 4WD Class must have effective drive to the front wheels. Any car which is designated as 4WD, must be able to complete a lap of the track with either the front or rear pair of drive-shafts removed, and all settings of the remaining drive-train as it will be raced, in a reasonable time frame. This can be adopted at other sanctioned events organised by the Section if deemed necessary. Individual regions can decide if this rule is appropriate.

Rationale :-

Mirror's IFMAR rules. Some manufacturers have previously made cars that are not truly 4WD.

Proposed:- 1500 Paul Worsley. 03.09.19.
Seconded:- 7463 Keith Wardle. 20.09.19.

Committee supported

Vote numbers: For 3 Against Abstentions . Proposal Passed unanimously

END