



ANNUAL GENERAL MEETING

Sunday 10th February 2019

1200hrs - Silverstone Racing Clubhouse

Committee:

Mike Evans (ME)	Chairman
Peter Burnham (PB)	Treasurer
Michelle Hayward (MH)	Secretary / Social Secretary
Jamie Champkin (JC)	CSP2 Representative
Steven Dickens (SD)	CSP1 Representative
Charlie Mallock (CM)	Classic Representative

Apologies:

Ian Crombie (IC)	CSP1 Representative
Peter Richings (PR)	Technical Representative
Barry Webb (BW)	CSP2 Representative

Membership present:

Clive Wood, John Drinkwater, Chris Hart, Paul Freeman, Alan Davenport, Robin Gearing, Dave Becroft, Morris Hart

Apologies:

Ian Mitchell, Steve Chaplin, Alex Champkin, Brian Jordan, Trish Hunter, Brian Hunter, John Bailey, Ian Megson, Gareth Salter, Paul Webb

1. Approval of 2018 minutes

The minutes of the previous AGM were approved. Proposed by ME and seconded by JC.

2. Chairman's address

The Chairman welcomed and thanked everybody for attending. 2018 had been a great year, and the second season with the 200bhp limit for the CSP1 class within our new Clubmans Sports Prototype structure. The power logger had proven a success, and had produced comparable figures to those quoted by rolling road tests.

2018 had started at Brands Hatch, with some competitive racing throughout the field. Dickens had seized his opportunity in the wet to take the first victory, whilst Wood got to grips with his new CSP1 car, and Charteris chased hard in his A sport from the back of the field. After a close fight, Charteris just got the better of Wood on the Sunday. A great start to the season.

Donington park was particularly special, as we combined a celebration of 60 years of Mallocks, and welcomed Michael Mallock onto the grid, and young Swedish talent, Monika Arvidsson. With a BBQ, an evening track walk together, in 60's fancy dress it was a meeting packed with fun memories.

Snetterton proved a great success with our biggest entry of 25, fortunate as we had taken the risk as a club and purchased the track time from the BRSCC.

Whilst our turnout was poor, the racing was excellent for those that attended to race Rockingham for the final time in August, a shame that it clashed with holiday season and the Croft HSCC weekend.

Anglesey exceeded expectations for everyone on the Friday test day, with gorgeous blue skies and sunshine, one could think they were at Philip Island. However, true to form during the race weekend, sunshine was replaced with grey, intermittent rain, sufficient to cause chaos with tyre choice, but what a great circuit to drive.

The finale at Silverstone International was once again a great success, with another 20+ grid that welcomed some new and old faces, some great on track battles, and a fun BBQ evening to end the season.

The calendar for 2019 is finally arranged; it certainly took a little organising. We will go into the details of this shortly.

Sincere thanks to all the Committee members for their time and efforts throughout the year. Peter Burnham for looking after our finances and keeping us in check – a role he thankfully agrees to continue to do for the next year or two.

The Jacksons and Joy Richings, for filming us, and sharing such great content on Facebook, and Brian Jordan for keeping the website and forum up to date, a valuable source of information. Going forward the Club may need to invest in a fresh look, to attract new people to the formula; DB explained that BARC have employed another member of staff to promote club formulae via social media, but we need to feed them content to share. He has agreed to assist us with this process, but we are all encouraged to share information / photos / videos with him.

A big thankyou to Michelle, Aradhna and others who helped with the catering. We have continued to build on the fantastic family atmosphere in the paddock, and we have full intention to continue to do this in 2019; we thank those that have already sent in a contribution towards it.

Finally, a big thankyou to our Title Sponsor, Phil Weaver and his King Henry's Taverns organisation. Phil had requested that the male prostate cancer campaign was promoted, using the 'get it checked' decals.

3. Treasurer's report of Accounts

Accounts currently show a profit of £5k, but this is slightly misleading. When we had the BRSCC meeting at Snetterton, we set the lowest entry fee of the season, and made a £3k profit. It is important to assure members that we are not deliberately trying to make money.

The Hankook tyre payment ~£890 arrived in January, which is missing from the accounts.

~£27k is in the bank right now, as we have been receiving 2019 membership payments.

We are setting our own entry fees for 2019, and we will need to take more control over our destiny. PB is happy to continue as treasurer during this period of change.

The 2018 accounts were approved. Proposed by JC and seconded by SD. ME signed.

4. Standing Committee Reports

- i. CSP1 – Overall, there was an increase in total competitors in this class, although few did the entire Championship. It is good to see that the cars are becoming more reliable. At Silverstone International, it was the first meeting where CSP1 entries exceeded CSP2. It has certainly been a year of growth and expansion of the class, and there are still a number of cars in development that were missing and expected in 2019. It would be good to get more Classic cars competing. Mark Charteris demonstrated that the A sport is very competitive against the 200bhp CSP1 cars. At 240bhp this wasn't the case. The 200bhp limit is now within reach, and there is growing confidence in the class now it has found some stability, with prospect that more CSP2 competitors will make the step up to the 1800 power unit.

Power / Car weight figures will be published in 2019.

It was proposed that the new regulation regarding the requirements for mounting the power logger unit, be applicable to all cars, not just CSP1 cars.

- ii. CSP2 – JC gave a review of the season; 17 competitors during the year, but only 3 did the whole season. Great to see PF back out in the Ardmere. Alze showed great pace, we hope he makes a speedy return to the grid. Ben Mallock/Neil Chapman thoroughly enjoyed the year, improving speed as they gradually restored and developed their car. We still maintain that CSP2 has a significant place in the market for Clubmans. It is an affordable, reliable way to get to grips with single-seater sports car racing, without going to 500hp per ton type figures. 2019 will be the 24th season for these cars, but PF assured the Club that at the moment there is no problem with spare parts to support this class, in part due to a number of CSP2 competitors upgrading to 1800 CSP1, and

releasing engines and component spares. There have been a few regulation changes to be aware of; the silencer is no longer a spec part, so the entire exhaust system is now free. The challenge for this class is advancing it, to ensure that it still remains contemporary and relevant in the future – to avoid it becoming its own version of classic clubmans. This may be in relation to bodywork, but we need to encourage members to think of ideas to propose without fear of immediate rejection.

- iii. CSP3 – The Club welcomed returning newcomer Roger Watton, who joined Pippa Wood, our 2018 Champion. The class certainly missed a few regular faces who we anticipate will return this season and we encourage all B-sport competitors that currently race with the HSCC to join us on the grid for some fun in 2019.

5. Election of Club Officers

ME was re-elected as Chairman. There are no changes to the current Committee structure or elected officers.

6. Track Purchase

At the BARC meeting in October, it was explained that 40% of Club meetings were making a loss, which has serious financial implications for the BARC, and the future of club racing. The BARC were very open with information relating to costings and how they allow timings during the meeting etc, and calculate total track time over the weekend to work out the cost of track hire, a cost which has gone up tremendously over the past few years. With the demise of Rockingham they have lost some other events and have high overhead costs.

The current situation, is that the BARC have requested a £5k bond - to be taken from each Club. However, we are yet to be invoiced, and there are some unknowns as yet in terms of the legal issues around this, and how the monies will be held. JC emphasised the importance that we have this information, in a legal document that spells out the terms and repayment terms of the bond. We will wait to see what happens. It may be a knee-jerk reaction to the amount of £ lost by the BARC.

When we compared our entry figures to the average circuit hire prices, as a Club we were close to break-even. It was apparent that there were other Championships far worse. What these discussions have done, is brought to focus the true cost of circuit track time. We now have a good set of figures to use across various clubs, namely BARC, BRSCC, and MSV, and which will aid us in planning for our future, as it does appear that we will likely be forced down the route of track purchase and controlling our own Championship. We are hopeful to get the garages in 2019, but members should be aware that, if/when we are purchasing track time from clubs we are likely to struggle to negotiate this; in addition to the reality of less favourable timetables during a weekend too.

Track choice is fundamentally a balance between entry fee / competitor numbers. Circuits such as Pembrey/Anglesey are far cheaper at around £6600 for 65min track time (which we

currently use) compared to the likes of Silverstone Nat/Int and Brands Hatch at around £11000.

7. Proposal for Incorporation (PB)

In essence, we are liable for our members money, which is only set to increase, considering recent discussions about running our own Championship. We are going to end up handling money and at times have considerable debt. To become incorporated is safety for every member. We effectively become shareholders. Whilst the Club has public liability insurance, we need to look wider.

Would any of the Directors of the Club have responsibility? JC explained that it is possible to give indemnity to Directors. Otherwise, it is essentially the same as we operate now, producing annual accounts, similar to how private golf clubs run. The logical proposal is to have the Treasurer / Chairman / Secretary as Directors. A Committee can be formed below. Assets will need transferring to a Ltd company, which will impact our existing banking account.

A vote was taken, and an overwhelming majority voted for incorporation. PB we will proceed with this. PB will, with the collaboration of the Committee, form a Company as soon as possible. End of year accounts will be set at a time convenient for the Club.- A brief discussion took place regarding when the AGM should take place, and it was agreed to leave it as it is, in February or March.

8. Any other Business

- i. ME has been asked by BARC whether we would be prepared to house the Ariel Atoms? A typical lap time around Silverstone National is 1:04.9 but they are quick down the straight, and typically slower through the corners. A delayed start option for them has been discussed, but the majority consensus is that it will still put people off, and dilute our product immensely. This will be reported back to Ian Watson from BARC.
- ii. There are a few cars for sale at the moment; Howard Payne has his Mk27 / Avalon / Swedish car – Mk27. Charlie Mallock believes there are a few very affordable cars for sale in Sweden, due to their poor grids.
- iii. CH made a point to congratulate JC on his new appointment with the Motorsport UK as Regulatory Counsel and Disciplinary Officer.
- iv. JC informed us that he had spoken to Onno who would like to race with us in 2019. He currently has a problem registering his trailer in Europe because it has a self supporting chassis, and it needs its own plate. He may in the interim do some arrive and drive races with Alex Champkin. ME recommended he contact Eco Trailer and consider selling his existing trailer back in the UK.

The meeting closed at 14:20.