

# **RACEWAY 81 2014 AGM REPORT**



The 2014 was held on January 16<sup>th</sup> at 7pm.

The following are the reports, proposals, voting outcomes and notes from this meeting.

Please note that the proposal voted for will come into effect as of the 1<sup>st</sup> of February 2014.

Report from the Club Secretary;-

**The club has undergone a number of changes over the last 6 months and many thanks go to all members who have been involved in the refurb work and also helping with the development of the Saturday racing program which has and will continue to make a strong contribution to the ongoing development of the club, both in regard to the ongoing membership and also finances.**

**It is essential for the health of the club that we continue along this path which so far has proved beneficial in regard to introducing new members and making our sport accessible to a wider section of the community.**

**With increased numbers of active racers this will inevitably be healthy for the clubs survival and development, but will also mean that as track usage increases, the need to ensure that the track itself is maintained to a good standard implies additional precautions. For this reason you will see this year that we should increase our vigilance over ground clearance during races and do all we can to ensure minimal damage to the track we have. We will also discuss the way we race, so we are able to accommodate a growing racer base on club nights in a manner which suits us all.**

**You will be aware we have a major INTERNATIONAL meeting mid year. To ensure this runs well it is envisaged that in mid May we will have a 2 week refurb session on the track including partial rebraiding / slot maintenance and general tidying up.**

**By doing this we will ensure that the club is established as THE PLACE TO RACE in the UK for our visitors, with a great track, faultless race control and great facilities.**

**It is essential that this year we ensure that the club reaches a point where it is financially stable and builds a reserve. This is happening as we speak, and will continue to grow in strength as we acquire new racers and treat them the way we would wish to be treated ourselves.**

**We now have a full fleet of serviceable 1/24<sup>th</sup> house cars for novices and Party races and also a couple of 1/32 Falcon Pro House cars.**

**With the exception of Wing Car, Open G12 and Tottenham classes, all classes are now accessible to newcomers racing Introsport or house cars. To maintain our links with BSCRA we are running 1/32 G12 Saloon throughout the year but will also allow Falcon Pro Cars to run in this class with saloon bodies, or the use of the 1/32 house cars as and when available. This ensures that those who wish to race their G12 saloon cars may do so and will also ensure that attendance on those nights will be also supported by those who do not have G12 saloons, but Falcon pro cars, which are proving to be reasonably “on the pace”.**

**We now have a race program which easy to understand and is ‘Newcomer friendly’, while covering all classes equally and I think we are all looking forward to a great year’s racing.**

### **Treasurers Report**

**The Treasurer reported that the Club Finances are now in a far healthier position than in previous years and that it would seem that even in the winter months with higher power bills for heating etc. that the club is now building a small reserve in funds.**

**This is as a result of the increase in club subscriptions agreed last year by the full members and also the ongoing growth of the Saturday racing program which is introducing new racing members.**

**Due to the increase in racing on the track this will mean that maintenance costs will rise slightly and there is a requirement to build a meaningful reserve for maintenance costs and possible ongoing cost increases in terms of rent, power etc. It is seen that this is being catered for by the new race programs and that there is no requirement at this time to increase the Full Cub Membership fee.**

### **Membership fees overview**

**Some discussion was had in regard to the membership fee. The current Full membership fee was fixed in 2013 at £50 per month.**

**The Club Constitution covers this subject and for clarification the following is the extract from the constitution;-**

### **3. *Membership***

**Membership will be open to any individual or family groups. The club encourages regular attendees to become members, so that they may contribute to the club in the fullest possible way.**

**3.1 The membership shall consist of categories defined at the annual general meeting and published on the club website:**

**The Standard Racing Subscription, paid by direct debit will cover all weekly racing during the period for the various club Championships.**

**Visiting racers will pay a race fee per visit as determined by the Executive Committee.**

**Membership fees for Novice racer events will paid per visit and be determined by the Executive Committee.**

- 3.2** Members in standard racing categories shall pay Membership fees monthly as fixed at each Annual General Meeting. The Club in General Meeting may also ask Members to contribute to the funds of the Club by way of a special levy.
- 3.3** All members joining the Club shall be deemed to accept the terms of this Constitution and any bye-laws from time to time adopted by the Club.
- 5.4** All racers who race at the club are welcome to attend the Annual general Meeting and join in discussions, however, voting on any motions may only be conducted by Full members (those who pay a full membership by direct debit).

**It was confirmed by the Secretary and the Treasurer, that Full membership is also available to those who are unable to pay by Direct Debit when the current Full access membership fee is paid on a monthly basis to the treasurer in cash.**

**Full details of the various Full access membership fees are available on the website at <http://raceway81.com/aboutus.html>  
This includes discounted packages for families etc.**

**It should be noted that Full Access membership and the subscriptions from such are the only way that we as a club are able to ensure that the considerable overheads of the club in terms of rent , heating etc. are guaranteed to be available on a monthly basis to cover said costs and that without such assured income the club could not survive in the premises in which it is located. For this reason, the full members (as with any organisation of this type, have the right to vote in regard to the future plans and policies of the club).**

**In addition to Full Access Membership (which also includes voting rights in terms of the club), racers may elect to pay per visit. This affords such racers the same facilities of the club, on a race event basis, without the financial commitments of full membership , but does not afford the voting rights of Full Access members.**

**It should be noted by ALL racers who attend raceway 81 that the committee and Full members are always open to suggestions and comment about how the club is run and any improvements that may be made to ensure the success of the club.  
It should also be realised that the additional commitments the Full members make to the club ensure it's survival and is the reason that the club exists to cater for all racers and the wider community.**

## **Members Proposals Raised**

1)

Raceway 81 over the past 2 months has managed to obtain 8 regular racers into the Saturday morning club along with a number of racers showing regularly on a fortnightly basis (being it returning racers or new racers). This is due to the hard work of members cleaning and tidying the club, chipping in where they can, and Raceway 81 having a brilliant product to sell.

These racers have shown a keen interest in joining in on a club night as well as their Saturday morning development, racing their introsport cars, (as we have allowed for the best part of a year), using the correct bodyshell etc.

To enhance their experience and to set the week night racing apart from the Saturday racing (making it truly the next level), we should increase our professionalism and organisation of week night racing.

Bearing this in mind;

- These people should see us racing regularly to correct class rules.
- Know when racing will start and how event racing works.
- Experience the definitive racing experience.
- Make the week night racing more accessible to families with children.

What all the above means,

We should be able to publish on the website a week-night racing schedule – Start time, estimated final times etc.

We have a comprehensive racing programme with a vast range of cars, where the track, and surrounds are liable to damage. We all need to do the maximum to ensure that we don't ruin the track, and with it the likely hood of being able to maintain our race programme (and future open events).

Raceway 81 has a chance to get itself secured on the European racing calendar from next year with our Supercup event, which has been promoted to our slot racing friends from Sweden, Czech republic, Latvia, and the UK. A lot of these racers are excited to come to Newcastle, to experience the night life, the club, and see a lot of guys missing from the international scene for some years.

To ensure all the above is possible and the raceway can grow its membership;

- Week night racing is run to comply with the minimum ground clearance rules.
- Cars are scrutineered before each race
- The racing program is determined and published

The proposed racing program

7:10 tech opens (track power is on) – emphasis on ground clearance, and to check that Gears to don't protrude the bottom of the chassis.

7:25 tech closes (track power is off) – Cars are placed in the 'Tech bay' located inside the café turn ) parcferme

7:30 Qualifying starts

08:00 First final starts

08:45 Second final starts

The raceway will be provided with 3 sets of gauges (0.015", 0.5mm, 0.047", 0.062")

A BSCRA 1/24<sup>th</sup> and 1/32<sup>nd</sup> gauge will also be ordered.

A full set on annotated colour pictures for each class out lining critical dimensions.

**This proposal was adopted Unanimously**

**Rear Ground Clearance for all classes except Tottenham confirmed as 0.5mm.**

**Tottenham Rear Clearance @ 0.062"**

**This will be adopted as of 1<sup>st</sup> February 2014**

## **Members Proposals Raised**

### **2) Race Heat Format**

It has been requested that we confirm the policy of how many racers are in the A Final and lower finals

E.G> 6 in the A - 5 in the B or 5 in the A and 6 in the B.

It is possible that this should be flexible, dependant on qualifying outcome. If there is a fairly wide difference in qualifying time between the 5th and 6th racer, would it not be logical to put the 6th racer in the B final rather than expect them to be on the pace of the A? Especially bearing in mind one can still win from any final?

It was confirmed that this should be flexible. As we qualify on club nights with “all laps to count” it was decided that if the difference between the 5<sup>th</sup> and 6<sup>th</sup> qualifier was in excess of 0.5 of a lap the 6<sup>th</sup> racer should drop to the next lowest final (e.g Final A to Final B)

### **3) Racing is “Racing” - Repair time breaks**

We have spent much time in previous years debating “Repair time” during races. On quite evenings this may not be seen as much of a problem, however, as racer numbers increase it will be seen that this is a potential problem to reasonable finish times.

There seem to be few problems in this regard on Monday nights where established production or steel kit classes are raced and the main focus in this regard is on Thursdays during “scratch built racing”.

If cars are correctly prepared and built to withstand the usual “coming together’s” that do occur, both in terms of preparation, build quality and body reinforcement, much of these problems can be avoided.

It is proposed that in the event of 3<sup>rd</sup> party damage a maximum of 3 minutes be awarded to fix the car prior to a race restart. (Limited to once per racer, per race) Damage due to bad preparation would not be awarded this time.

**This proposal was adopted Unanimously**

(Racers should be aware that and other work on cars during races may be done in race time or during lane changes)

## **CHAIRMANS COMMENTS**

George Kimber who has been Chairman since the inception of Raceway 81 has notified the club of his wish to resign his post. We would take this opportunity of thanking George for his service and commitment to the club.

Full members are asked to send Nominations for the new Chairman to the club secretary at [abslotsport@btinternet.com](mailto:abslotsport@btinternet.com) by the 31<sup>st</sup> of JANUARY 2014

**End**