



FLBT Annual General Meeting – 6 November 2018

Attendees:

Andy W (Chair), Graham M, Ja, Karl, Mark B, Matt, Neal (Treas), Robin (Sec), Roger, Steve G

Apologies:

Albert MC, Charles, Graham L, Keith, Mike P, Marc T, Rob L

Introduction

The Chair welcomed all attendees and thanked them for making the effort to turn out for this meeting. He added that with such a busy agenda to get through, final decisions on a number of matters may need to be held over to an Extraordinary General Meeting (EGM) to be held late December/early January 19, with preparatory work undertaken by key members ahead of the agreed EGM date.

Treasurer's Report

Neal reported another fruitful year for the club and with nearly another two months to go until year end, total funds to date from previous year had increased by almost £1,600 to £6,810. This excludes club assets, i.e. circuits & equipment (no current value available).

2019 Fees

It was agreed that due to the club's healthy state of affairs, including a growing membership and increase in average attendance, that **weekly fees could be reduced to £5.00**. Also, due to the current size of the club, a membership fee may also need to be considered and this would be taken away and worked through in readiness for the upcoming EGM.

Action: FLBT Club Committee

Club Constitution, Committee, Sub-Group & Membership

Due to the growing level of funds currently held by the club, as well as the increasing number of attendees at race nights, consideration should be given to putting in place a formal Club Constitution. To achieve this **it was proposed and agreed that a FLBT Club Committee is created, consisting of the longer standing core members, namely:**

Andy W; Karl B; Marc T; Mark B; Mike P; Neal; Rob L; Robin C.

Sub Groups may also need to be considered from time to time for other specific tasks and these will be set-up by the club committee as necessary.

It was agreed that a Club Constitution should be developed ready for the beginning of 2019.

Action: FLBT Club Committee



Insurance

Whilst it was believed that the church hall provided FLBT with limited insurance cover, **it was agreed that separate club insurance should be considered, with particular regard to the risk of injury to individuals by movement, set-up and breakdown of the heavy track sections.** Neal indicated that this could be little as circa £250 per annum, based on what Shepton Slot Club were currently paying.

Church Hall insurance details should also be reviewed.

Action: FLBT Club Committee

Membership Survey Feedback

Mark B summarised the results of the survey sheets he had handed out at the MBR 24hr race. Overall it confirmed what members already believed were the more favoured classes. It also confirmed the need for a Club Committee (see above).

Results also supported a desire for racing at other clubs, as well as consideration for hosting National Series events.

The survey also gave rise to some discussions around current FLBT rules and formats:

- Surprisingly, Segmented racing was deemed much less popular than Heats/Finals & Laps/Finals. Discussion concluded this was down to being limited to the use of a single car. **It was agreed therefore that a spare car would be permitted to run in Segmented races.**
- Survey results supported the use of club control wheels and tyres for Classic F1 and due to the increasing difficulty in obtaining usable plastic Classic F1 rear wheels, **it was agreed that for 2019 that aluminium wheels (i.e. PCS-321413) fitted with current club control tyres should be allowed.**
- **Printed chassis will not be permitted in Touring or Libre classes.**

2019 Race Classes, Periodicity & Calendar

It was broadly agreed that the current mix of events and classes on the calendar could be repeated for 2019. It was also agreed that any changes to the calendar should be for a very good reason and if amendments are made, then not to just publicise them via FaceBook. **Action: Robin to produce the 2019 Calendar for review by Club Committee.**

The Karl Klassic 6 will be held 1st weekend April 2019. Rules to be confirmed, though Karl did express concern over certain cars built for last year's race which did not embrace the spirit of the event, in particular accurate liveries. For 2019, emphasis will be to keep the format as simple and as cost effective as possible. **Karl also asked if the club would consider providing control motors. This was agreed. Action: Karl to produce/publish rules and ensure hall available.**



The MBR 24hr will be held over the weekend of 2-3 November 2019. Details still to be finalised, though it is expected that:

- Race Control duties will be shared by ALL teams for the duration of the race.
- Each of the four teams will be allocated a corner to marshal for the duration of the race.
- Night-time running to be shifted from midnight to 7a.m.
- The club will be asked to meet hall costs.

Action: Mark B to produce/publish rules and ensure hall available.

It was agreed that the 'LMP/GT' class would be renamed as the 'Le Mans' class.

Points System for Classes

To provide a better spread of championship points for competing drivers, **it was agreed that a new points system would be introduced, based on Moto GP.**

It was also agreed that Drag Racing classes should attract full points for each class, not ½ points as had been applied previously.

2019 Swindon Swapmeet

It was agreed that the Drag Strip, HO circuit plus Karl's new circuit should be made available for public use at the swapmeet. It was also believed that the 'Plymouth' circuit (on loan to Plymouth club by FLBT) was being transported to Swindon for use 'on the day'; details need to be clarified exactly what this means and whether any additional transport will be required. All circuits would be 'Pay Tracks' except Karl's, which was being specifically set-up for youngsters as well as disabled members of the public as an accessible track on which to have some fun and race cars provided by Karl (Porsche 962), or just try out their own cars.

Mark's survey indicated that eleven (11) members would help at the event.

Action: Club Committee to confirm arrangements for 'Plymouth' track and agree costs per go all tracks.

Baseboard for Karl's Swindon Swapmeet Circuit

After some discussion Karl declined any offer of funding from the club and was content to complete the build of his track himself.

Slot Initiative 32

This initiative had been borne out of the near-closure of the Shepton Slot club earlier this year. Approximately sixteen clubs were currently represented, though clear aims and objectives were still to be agreed. Neal's belief was that it needed to provide an agreed structure / basis for a common approach to hard-bodied slot car racing (much as was the current approach to FLBT classes) and NOT to get wrapped up in rules for a single class/manufacturer. Neal was also keen for any feedback from FLBT members so as he can ensure the club's views are taken into account. Neal added that he would ensure he keeps the Club Committee informed of developments as well as ensure the club's interests continue to be represented.

Action: Club Committee to facilitate discussion for Neal's benefit at earliest opportunity.



Trackmate Modules

It was agreed that a suitable reimbursement should be met out of club funds for Trackmate modules loaned by Mike P and Rob L.

Action: Neal to arrange for payment, or replacement of modules.

Drag Strip

Robin requested approval in principle for the club to fund a new drag strip, given that the current strip was starting to show its age as it approaches its tenth birthday at the end of 2019. **Proposal agreed subject to confirmation of design and costs.** Mark B added that whilst he was content to store the strip for the next year, that he will probably need that space in due course and if so then the strip will have to be moved. Neal replied that if the new strip is light enough then he may be able to accommodate it in his garage roof space.

Action: Robin to provide a costed design for new drag strip for Club Committee consideration.

Robin also put to the meeting a possibility of Lee Parsons building 'Start' & 'Finish' drag strip sections to go onto the current FLBT circuit straights – purely for use on club nights. Attendees felt that the cost would be prohibitive (and likely in the same ball-park as producing a complete new strip). Also that it wouldn't 'feel' as special as having a dedicated drag strip. **All agreed this latter proposal be dropped in favour of the former idea.**

Additional Track Sections for Main 4-Lane Circuit

It was agreed that an additional 2-3 track sections should be considered and Lee Parsons engaged to undertake the build. Designs should focus on providing some sweeping curves and to avoid anymore 'hairpin'/180° sections.

Actions:

Karl to develop ideas to be drawn up.

Club Committee to contact Lee Parsons to agree potential build dates.

FLBT Publicity and Merchandise

Mark B announced that he had set-up an Instagram page for FLBT and had linked with some other pages, which should help FLBT spread word of its presence to younger communities.

Some discussion was had regarding club merchandise (t-shirts; polo shirts; badges & patches etc) and it was agreed that the club should look into costs of not only buying in stock, but also to consider making artwork available for members to procure their own choice of FLBT labelled clothing and accessories. **Action: Neal agreed to look into some possible options and costs.**

Any Other Business

Large TV monitor: Attendees agreed that it should be given to a charitable cause.

Oiling Tyres: All agreed it was a very grey area and whilst very light conditioning with oil would be permitted, heavy oiling which changes tyre look, feel and appearance would not be allowed.

Overall the club continues to discourage the use of oiling tyres per se.

END OF MEETING.