

Meeting Report

MPBA Fast Electric Section AGM 13th October 2002

Attendees

Name	Club	MPBA Membership No
Allan Shillito	Bury	NE5
John Gould	Bury	NE45
Graham Cornford	Bury	Not Known @ the Meeting
Claire Billington	Bury	NE48
John Middleton	Bury	NE47
Jenny Hart	Kent	Observer
Ruben Rees	Kent	Observer
George Robert	Bridlington	BDN6
Ian Phillips	Bridlington	BDN3
Eugene Beirne	CADMA	CN02
Pax Dodge	Bury	NE46
Jordan Dodge	Bury	BU99
Tony Gould	Bury	NE44
Trevor Goodinson	Electra	SV75
Ernie Lazenby	Darlington	NE2
Ian Williams	WMBC	NE1
Nick Rees	Kent	DC35

Venue

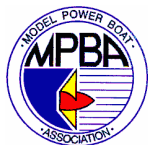
Holiday Inn, Birmingham

Introduction

The following meeting report represents the salient notes and actions taken at the 2002 MPBA Fast Electric Section AGM and follows the agenda published on the MPBA web site. The meeting was split into two halves, the first chaired by Ernie Lazenby covering the period since the last AGM in December 2001 and this year's race season with the second half being chaired by the new incoming Secretary. The meeting was attended by 17 people two of which were classed as observers. The committee was pleased to see that a number of juniors were attending the AGM, which reflected the attendance by an increasing number during this year's race season. During the meeting a number of proposals were raised, which were voted on and passed on a majority vote. It should also be noted that the term "we" refers to the meeting attendees in general and is used in this document in that context.

Apologise for absence

Paul Wilson, Alan Dack & Ashley Wilson



Minutes of 2001 AGM

The only matter arising was the issue of non MPBA members being allowed to compete and receive trophies in the National Championships. Ian Williams explained that this had been discussed in depth with MPBA Chairman Ian Folkston who had said it was very much a matter for the section but went on to say that the whole point of the MPBA was to get more people into the hobby/sport and provided the issue was handled correctly he could not see a problem. There was one non member who had won a class at the nationals but he had now joined the MPBA. Trevor Goodinson said the situation should not be allowed where someone continued to turn up at the nationals but did not join the MPBA. It was accepted that could not be allowed.

The minutes were accepted as a true record.

Chairman's Report

Ian Williams gave a brief outline of how the section had grown since its formation in 2001.

Secretaries Report

Ernie Lazenby gave a full and detailed report on the running of the section and its finances. He also gave a detailed report on the very successful National Championships held in Bridlington. Mr Lazenby went on to say that for a variety of reasons not least the personal abuse he had been subjected to due to his efforts to improve fast electric racing in the UK he was stepping down from all organising and racing.

For those MPBA members who wish to review a copy of the 2002 financial records please contact the new Treasurer below for further details.

Election of Officers for 2003 Season

The following club officials were elected at the AGM.

Chairman

Ian Williams. Proposed by Nick Rees Seconded by Eugene Beirne

Secretary

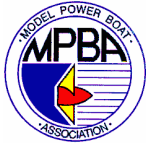
Eugene Beirne. Proposed by Nick Rees Seconded by Allan Shillito

Treasurer

Allan Shillito. Proposed by Ian Phillips Seconded by George Roberts

International Representative

Nick Rees. Proposed by John Gould Seconded by Anthony Gould



Records Officer

Allan Shillito. Proposed by Paul Dodge Seconded by Eugene Beirne

Public Relations Officer

Trevor Goodinson. Proposed by George Roberts Seconded by Ian Williams

Competition Officer

There was a discussion about the previous position of Competition Officer. It was decided that this position was not needed as the Secretary's roles covered this.

At this point Mr Lazenby stepped down and his position as Secretary/minutes recorder was taken over by Eugene Beirne.

2003 National Championship Venue/Date

The success of the 2002 national championship has proven that to improve incursion and to support families the event must provide camping facilities as a perquisite in addition to the available local hotels. It was also considered that the next national championship should also be hosted in a more central location giving equal opportunity to those who would prefer to travel to the event without having to stay overnight. The provisional date for next year's event will be the weekend of **26th – 27th July 2003**. A further caveat that should be considered during the selection process is the support that will be given from the local club(s) near the selected venue. The national championship held at Bridlington demonstrated that this support is essential if the event is to be successful.

To this end the following locations were discussed as possible venues for the 2003 national championship:

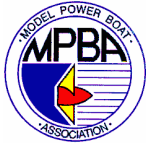
Bridlington

As this venue has already hosted the event this year we felt that having the event a second time at the same location may be seen by some as unfair and would not meet the secondary objective of hosting a more central location for the coming year's event. Having said that it was agreed that this venue should be considered as a reserve option subject to availability in case the primary event is not available. Ian Phillips has agreed to take an action to confirm that the provisional date mentioned above is available

Action: Ian Phillips.

Herrington Country Park

Ian Williams informed the meeting that there is new purpose built model boat lake situated some 30 miles north of Darlington at Herrington (Sunderland) just off the A19. The lake provides ideal conditions for both fast electric racing and speed events. The local council are also keen for people to use the lake and as a matter of interest I have include a local web site for those who would like to find out more information (<http://www.sunderland.gov.uk/balloons/herrington.asp>). However, for next year we felt that this location would not be suitable for the national championship, but should still be considered for the national speed event as a possible venue. Allan Shillito and Ian Williams have accepted an action to investigate the possibility further



Action: Alan Shillito & Ian Williams

South Hockington

A further location considered was South Hockington the point of contact for this site is Stephen Hart as little information was available during the meeting Alan Shillito has agreed to investigate this further to determine the venue suitability.

Action: Alan Shillito

Billing Aquadrome

This venue has been used before for model boat racing and was considered by a number of people as a strong possibility for next year's national event and is the home of the Northampton & District MBC. Its location is central and is believed to support camping locally. It was agreed at the meeting that this site should be considered as the primary candidate for next year's national championship. The point of contact for this site is believed to be Mike Fields, Trevor Goodison has agreed to take an action to contact Mike to discuss the possibility of using this venue.

Action: Trevor Goodison

2003 International Competition

Nick Rees proposed that the UK should host an international competition for 2003, a number of points were discuss as regards the logistics and location for the event, including additional support from the MPBA for the issue of medals etc. The result of which was that the event should be held at the same time as the UK 2003 nationals as a combined event. The proposal was nominated by Ernie Lazenby and seconded by Trevor Goodinson and was passed unanimously by the meeting attendees

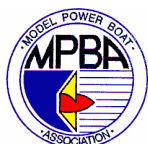
2003 National Championship Classes

Alan Shillito proposed that the Formula 3 (FM3) class should be reviewed and suggested that the class should be brought back to a more basic/economical configuration. This would provide an entry level class at a lower cost to encourage new members into racing. Although we could not agree the configuration for this class at the meeting we believe that this subject deserves further discuss within the regional clubs to suggest a suitable configuration (Hull materials, motor size and cost) for introduction into the 2004 racing season.

Action: Electra, NFERC

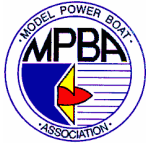
The subject of introducing a Club 500 racing class was suggested at the meeting. However, it was felt at the present time this class should continue to be supported at a local club level and not at a national competition level.

The meeting reviewed the classes that should be run next year and it was agreed that we should stay with the same competition classes defined last year in addition to adding Team Eco competition, which I have listed below for completeness. This was proposed by Ernie Lazenby and seconded by Alan Shillito and was agreed by the meeting attendee unanimously.



Race Class	Class Configuration	Race Details
Mono 1	As Naviga. Max. 7 sub C Cells. Any motor	6 minutes. Clockwise around an oval.
Mono 2	As Naviga. Max 12 Sub C Cells. Any Motor.	6 minutes, Clockwise around an oval.
Mono 2 (restricted)	Recognised by all as the most popular class in the UK. Max. 12 sub c cells. Graupner 8.4 BB Turbo motor.	5 minutes Clockwise around an oval.
Mono 3	Max. 20 Sub C cells. Any motor. Any type of hull except hydro/rigger's. NB. This is slightly different from Naviga because it allows tunnel hulls/cats to compete but only those running Mono 3 hulls as specified by Naviga would be eligible for team selection to go to 2004 World Championships.	6 minutes around an oval.
Hydro 1	As Naviga. Max 7 Sub C cells. Any motor.	5 minutes. Clockwise around an oval.
Hydro 2	Max. 12 Sub C cells. Any motor. NB. There was a general agreement that the new Naviga rule specifying a run time of 5 minutes should not be adopted.	4 minutes. Clockwise around an oval.
400 Class	There are no international rules for this class therefore it was decided that the following rules would be used until Naviga decide what to do with this class. Any hull type. Any type of drive system i.e. surface/sub surface. Maximum of 7 cells. Any ferrite magnet motor up to and including a 480.	5 minutes duration. Clockwise around a triangle
ECO Expert	Naviga class. Max. 7 Sub C cells. Any motor.. Sub surface drive. Minimum weight of 1kg. This class is also eligible for Team Eco racing.	6 minutes anti clockwise around a triangle
ECO Standard	Naviga Class. Max. 7 Sub C cells. Any 3 pole ferrite magnet motor.. Sub surface drive. Minimum weight of 1kg. This class is also eligible for Team Eco racing.	8 minutes. Anti clockwise around a triangle
ECO Team	For teams of 3 using Eco Pro boats.. It was agreed that teams of three using FM2 or FM3 boats could compete.	18 minutes duration. Anti clockwise around a triangle
Formula 1	A UK class. Max. 12 Sub C cells. Any brushed motor. Sub surface drive.	Anti clockwise around an M course. 5 minutes duration.
Formula 2	UK class. Maximum 7 Sub C cells. Any modified 540 3 pole ferrite magnet motor.	5 minutes duration. Anti-clockwise around an M course.
Formula 3	UK class. Maximum 6 Sub C cells. Sealed can stock 540 motor.	5 minutes Duration. Anti clockwise around an M course.

IN ALL CLASSES THERE MUST BE A MINIMUM OF THREE BOATS FOR THE CLASS TO BE RUN.



2003 Speed Record Event

First of all we would like to thank Allan Shillito and Ian Williams for the effort and work they put in organising this year's event, which by all accounts was a great success.

The venue for the 2003 event was not decided during the meeting. However, the proposed date will be around the same time as this year event and therefore will be in the second weekend in September 2003. The location under consideration is the new lake at the **Herrington Country Park**. This was proposed by Ernie Lazenby and seconded by John Gould and was agreed by the meeting unanimously.

Trevor Goodison asked if Alan Shillito could provide information on the new records set for the MPBA web site and it was agreed at the meeting that these records should be used as the new baseline with the previous records archived.

Action: Alan Shillito

Team Selection for 2003 World Championships

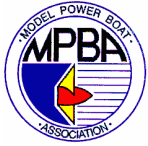
Nick Rees has been asked if he could write to the individuals eligible for the UK national team for next year's international competition. Nick also extended an invitation to those who like to compete to contact him directly.

Action: Nick Rees

Any Other Business

A number of points were raised during AOB section, which are listed below these in main are related to improving race control:

- The use of transponder lap counting systems was raised as a possible technology improvement for racing and the SAW events. These systems are now being used by the model car community with great success providing an accurate count of racing laps and providing additional useful information during and after the race. The system requires a small transponder fitted to the model, which when the model crosses the start/finish line sends a code to the receive identifying the model and calculating the lap and time. The cost of these transponders is believed to be in the order of £15-30 with the overall cost of the system estimated at about £1500. During the meeting it was agreed that this technology may provide an improvements in race control. However, we were unsure of its practically with respect to the more challenging environment, namely the somewhat damp conditions we compete in... In addition, the set up of the receiver station may prove to be problematic both in terms of over or below the water line and the race circuits employed. It was agreed that this technology should be explored further as a possible means of improving race control.
- Nick Rees proposed that we should consider adopting a heats and final format for the 2003 national competition instead of the current system based on calculating position from using the best two from three races (number of laps accumulated). From the experience gained from the 2002 national competition we felt there would be insufficient time to use this race format. Nevertheless, we did agreed to put this suggestion to the regional clubs to discuss this as an option for the 2004 season.



Nick Rees has also agreed to take an action to investigate this further in particular the experience of the use of this format internationally.

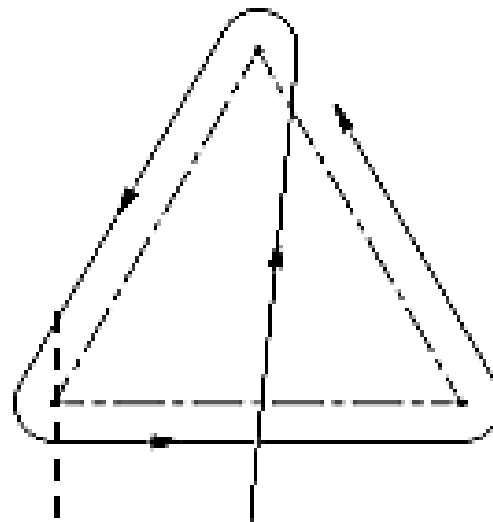
Action: Nick Rees, Electra & NFERC

- It was suggested by Trevor Goodison that the various race times used during the different classes should be better controlled to prevent any confusion, as there were a number of occasions during the 2002 UK nationals when the race time official for a particular race was unsure of the time to be used. We all agreed that this could be improved with the introduction of some simple procedural changes, for example including the race information on the race sheet and confirming the time to be used with the competitors and other race officials. We recommend these procedures are adopted by the regional fast electric clubs.

Action: Electra & NFERC

- A proposal was made to change the Start/Finish line for Eco Team racing from the middle of the course triangle to line up with the baseline buoy to reduce confusion during the race. The Naviga course layout is shown below rules for the races are the boat are in the ECO classes with a maximum of 3 drivers per team and with maximum of 3 ECO boats for each team. The race time is 18 min and only one boat of a team on the water at any only time.

Kur's ECO



Eco Race Circuit

- Finally we would like to thank Ernie Lazenby for his contribution over the years to the Fast Electric racing community. I can say without contradiction that Ernie has been a great ambassador for the sport with his enthusiasm and commitment second to none. I believe it is a great loss that Ernie will not be racing next year. We would like to extend our best wishes to Ernie and Elaine in their new endeavours.