

Caterham Graduates Racing Club Ltd

Annual General Meeting

Saturday 13th June 2009

Pembrey Circuit

The meeting was opened at 18:13 by Chairman, Nick Frost

Receive and Approve Minutes of 2008 AGM

Nick Frost presented the minutes of the 2008 AGM and invited questions. No questions were raised.

Bob Wilson proposed the minutes be approved.

Mike Fesemeyer seconded.

Minutes duly approved.

Director's Report of the Accounts

Nick Frost presented the accounts for year ended 31st October 2008 and commented that it had been a good year financially for the Club. The Club had expected to make a sizeable loss for the year due to subsidising of the 10th Anniversary Party, however due to good subscription levels and generous contributions from our Sponsors, the Club made only a modest loss. The Club will carry forward a positive balance into the 2009 accounting year. Nick Frost invited questions, and as none were received, he advised that the accounts would be filed with Companies House.

Election of Directors of the Company

Nick Frost advised that in accordance with company rules, at least three members of the current board of directors were required to stand-down but were eligible to stand for re-election.

The current board members standing down were:

- Nick Frost – standing for re-election
- Nick Haryett – standing for re-election
- Trevor Newman – standing for re-election

Additionally, Matt Gillbanks and Mike Welburn had retired from the board since the previous AGM, making a total of five vacancies. Nick Frost thanked Matt and Mike for their contributions to the club.

Nick Frost announced that 5 new candidates were standing for election:

- Mike Fesemeyer
- Roger Ford
- Colin Jardine
- Adrian Russell
- David Shaw

Ballot papers were circulated to all racing members, and members asked to vote for up to five of the eight candidates.

David Guy, honorary legal council for the Club, presided over the vote and count, ably assisted by Charles Elliott, Jennifer Grace and John Parker.

David Guy announced that the five successful candidates who would join the board are :

- Roger Ford
- Nick Frost
- Nick Haryett
- Trevor Newman
- Adrian Russell

Nick Frost welcomed the new board members, and thanked the other candidates.

Questions

During the count of the vote, Nick Frost invited questions and comments from the floor:

1. *Martin Amison : Should the Club continue to award championship points for marshalling ?*

Nick Frost commented that marshalling points was part of an effort to put something back into motorsport, and whilst the Club acknowledges that it is not universally popular, there are a lot of members who do enjoy it.

Adrian Russell asked if there was an alternative, such as a financial option to buy the 10 points.

George Longmuir commented that in general it is the top 10 championship contenders who do marshalling and the rest don't, and asked if we should consider making it compulsory. If a member chooses not to do it then they could perhaps be excluded from the final championship positions, or perhaps it could be a condition of gaining a Spa entry.

Martin Amison commented that only a minority do it, and not everyone has the spare time to marshal, and he's not sure it achieves anything.

Nick Frost acknowledged that motor-racing needs in the region of 10,000 marshal-days per year and we therefore only contribute a very small percentage. A show of hands showed that the majority did do the marshalling, however when asked if they would still do it if there were no points on offer, the number of hands dropped considerably.

Nick Frost agreed that the Board would look at it again for next year.

2. *George Longmuir : What is the Club's position on engine seals and ensuring parity of engines, as this is key to the Club.*

Nick Frost commented that the regs require all engines to be sealed/resealed by McMillan. However new engines coming into the championship and what happens over the winter break is a concern. The technical committee are currently looking at creating a detailed written engine spec with set tolerances that we can then measure against. It is acknowledged that the regs are weak in this area at the moment. The board are also considering an option of requiring all engines to be validated before the start of next season. This is still under review as it would incur cost. In addition, today the club has started process of compiling a record of all seals so they can be tracked. Further updates will be issued when available.

3. *Dave Marson : Will the Club be offering equality between the classes when it comes to data logging by allowing data logging in the Classics class?*

Nick Frost recommended that Dave pull together a group of people who support the request and present it to the technical committee. And suggested that anyone seeking any regs change for 2010 do the same.

4. *Martin Amison : Is the balance of double headers and single headers right ?*

Nick Frost commented that the 2009 balance was not exactly what the Club had wanted. Originally the plan was to have 9 rounds with 4 double headers and 5 single headers, however we then got the offer to do Brands GP (which we couldn't refuse!) which took us to 10 rounds with 4 double headers and 6 single headers.

Nick commented that some people like double headers to compress the time spent racing, whereas others would prefer to spread it out over more weekends. We also have problems at some circuits who can't offer double headers. We won't move to all double headers but may increase the proportion so we have perhaps 1 or 2 more double headers.

Tim Go commented that in general racing standards were better at double header events.

Nick Frost reiterated the Club's aim is to "keep most of the people happy most of the time", and therefore the Club would look to provide a balance.

5. *George Longmuir : Should the Club be considering offering a 4th class for R300s?*

Nick Frost commented that the committee regularly look at the class structure within the Club and had previously considered R400s etc. However it would be difficult to add a 4th grid everywhere. We would also risk diluting our current classes for example if Megas moved to an R400 class then we may stretch things too thinly and we'd need to attract new drivers. It was also commented that with the R300 class bringing out less than 10 racers there isn't the demand.

6. *Trevor Newman : What is the Club's position on going Carbon Neutral*

Nick Frost commented that green issues were important and advised that BARC is currently putting together it's environment policy. The board would consider this further.

The meeting was closed at 18:40