

MINUTES OF THE 2018 STOCK HATCH ANNUAL GENERAL MEETING

Minutes of the 2018 Stock Hatch AGM
Held on 19th November 2017
At The Spa Hotel, Ripon
Meeting Commenced at 13.05

Welcome

Heath Luck (Lucky) welcomed everyone to the meeting, it was good to see so many people here again.

2017 Stock Hatch Tour Series Presentation

Jason thanked those who had supported the Series this year. The Series has once again grown and we had 44 drivers compete in the Series, up from 36 in 2016.

Jason (Representative of JB Marketing, sponsor of the 2017 Tour Series) presented the winners with their trophies - Mens: 3rd N522 Adam Poxon, 2nd CS80 Scott Brandon, 1st SL90 Paul Harrington .. Ladies 1st N77 TJ Wortley.

Jason also presented a trophy to Matt Brown for commitment to the class and thanked him on behalf of the Committee for his continued work behind the scenes, allowing us to develop our knowledge far beyond what we have ever had before.

Apologies

None

Chairmans Report

Lucky - Once again the class has seen some fantastic growth with approximately 30 new drivers (Barbara Harper has been away on holiday so unable to confirm exact numbers). There has been great progress at the NASA meetings in the Chairmans meeting. We had a brilliant Nationals with the highest ever turnout, 47 drivers. The Nationals went better than in previous years and I hope it'll be the same next year at Sturton which will be a three years Nationals. On disciplinary, there has been two bans this year - Mandy Clark (12 month) and Simon Kennedy (18 month) for failure to allow a Stock Hatch Steering Committee Member to scrutineer their vehicle and admittance to a mix match engine. We followed the disciplinary procedure and followed the NASA disciplinary tariff. We are now policing ourselves far more and have now put into place a yellow / red card system to police the Committee. We have now been accepted into the BAS as a BAS recognised class, again showing the progression that we've had. I also want to thank this Committee for all their work over this year, once again we've pushed further forward and are far more stable than we have been.

Scrutineering Report

Matt - Vauxhall blocks, mix and match has just about been nipped in the bud. Adjustable gear linkage, can be used but spot checks will be carried out to check on the length to ensure legality. Seals have been very good this year. New builds, if you're unsure on anything, please feel free to send pictures and we'll confirm if you're okay to do what you're wanting to do. Plastic, please see the Class Six rule as we must adhere to that unless stated otherwise in our rules. Exhaust exit, NASA have back tracked and aren't entirely sure what they are classing as the rear of the vehicle. Our rules specify from the B pillar back. Flywheel guards, must be used as a Class Six ruling. Seal Drilling, you must have the holes drilled in the correct space for sealing. I wasted hours at the Nationals drilling holes for people who hadn't prepared their vehicle for sealing. I won't be doing the same again. Bumpers, as per Class Six rule. Gearbox, we had been having a number of complaints but this is far less now. Rumours, we had a situation where someone was causing trouble for a Stock Hatch driver saying they were racing illegally with no evidence. The driver in question came down to us by their choice to prove legality, the engine and gearbox was proved legal. Please don't start trying to cause trouble like this, if you're unsure on anything, contact the Committee. Nationals Post Scrutineering, if you don't know what you're talking about please stay away. We had far too many people around the stripping area this year. It can only be the driver plus one mechanic allowed in the compound (and Committee). The driver and mechanic must strip their own car, this is a standard practice.

Minutes from the 2017 AGM

Agreed by the room that the minutes are a true record of the meeting.

Minutes arising from the 2017 AGM

None

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Election of the Committee

POSITION	2017 OFFICIAL	PROPOSED BY	SECONDED BY
CHAIRMAN	Heath Luck	Chris Adams	Phil Peek
VICE CHAIRMAN	Dave Squire	Barry Wasley	Lee Dexter
SECRETARY	Jason Baker	Heath Luck	Chris Adams
CHIEF SCRUTINEER	Matt Brown	Heath Luck	Barry Wasley
ASS. SCRUTINEERS	Phil Peek	Heath Luck	Dave Squire
	Lee Dexter	Matt Brown	Heath Luck
	Chris Adams	Matt Brown	Heath Luck
	Blair Robertston	Lee Dexter	Dave Squire
P.R. OFFICER	Jason Baker	Lee Dexter	Matt Brown
DRIVERS REP.	Jamie Paterson	Matt Brown	Chris Adams
	Adam Poxon	Barry Wasley	Jason Baker
SERIES CO-ORDINATOR	Jason Baker	Heath Luck	Dave Squire
ASS. SERIES CO-ORDINATOR	Chris Adams	Heath Luck	Jason Baker
	Dave Squire	Heath Luck	Jason Baker

2018 Stock Hatch Tour Series Dates

Discussion held as to the dates for the 2017 Stock Hatch Tour Series. Below are the finalised dates and venues:

Round One	Yorkshire Dales	Bank Holiday 7 th May
Round Two	Central Scotland	Saturday 16 th June
Round Three	Central Scotland	Sunday 17 th June
Round Four	Sturton	Sunday 1 st July
Round Five	Nottingham	Sunday 8 th July
Round Six	Pennine	Sunday 12 th August
Round Seven	Scarborough	Sunday 30 th September
Round Eight	Trent	Sunday 7 th October

2018 Stock Hatch Tour Series Regulations

Compliance, if a car loses points for not being compliant, can we not use that as a drop round?

Room Agreed. Any rounds points lost due to non-compliance will not count towards the Series drop rounds.

Driver / Number Combination, if two drivers share a car, they should score points separately.

Room Agreed.

Day Licence, suggested that people on a day licence don't take part in the Tour Series races so as not to effect points. Other option is to let them race but not count them towards points.

Any driver on a Day Licence will be allowed to compete within the Tour Series races however they will not score points towards the Series.

2018 Vehicle Rules and Regulations

Engine / ECU / Gearbox Seals, in an ideal world they would all be numbered, we use our lead seal if there are no other seals available at the time. A discussion was held in reference to purchasing numbered seals, however this would cost too much. At the minute, any equipment is purchased personally or borrowed as the Class has no income. If we were to start purchasing things we would then need to make that back off the drivers. This would mean we would need to elect a Treasurer and hold accounts. The suggestion was made to have "Sealing Sessions" where drivers attend and pay for their car to be sealed to cover the cost. Again, this would require books and a Treasurer but would also need NASA Sanctioning. The onus should be on the Drivers and the Clubs. As a restricted Class, each car must be sealed before entering any Championship which includes their Club Championship. Discussion was also held on where the holes should be drilled on the rocker cover.

There must be open style nuts securing the rocker cover. These can either be originally design open nut or it is acceptable to grind the cap off the nuts to reveal the bolt.

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Suspension, discussion was held as to how to keep the cost of suspension at it's minimum. Some people are spending over £800 on suspension which doesn't go with the spirit of the class.

NASA Class Two suspension ruling will be enforced within Stock Hatch from 2019 onwards. This is to allow those who have paid so much for suspension a years grace. Single adjustable only. The damper rod is to be a maximum diameter of 22mm. Mono-tube units prohibited no large tube billy and no stand alone canisters and also it has been discussed that the mounting of large tube billys on vauxhalls are in contravention of s/h current rules as the strut leg is modified to take these units as there is an extra hole made for mounting.....this will be policed in 2018 season!

Head Thickness, we have been advised that some of the Vauxhalls are running below the minimum head thickness because they have been misinformed the legal limit and are working off an old measurement. Discussion held as to when to enforce that the head must be of the correct thickness.

This rule will be enforced again immediately as those with an head below the legal limit should have known this measurement from looking on the Class rules which are readily available.

2018 Stock Hatch Nationals

The 2018 Nationals will be held over three days and will run alongside the Fastest Man On Grass Championships at Sturton. This will be held on Saturday 25th / Sunday 26th and Bank Holiday Monday 27th August 2018. There will be two heats on Saturday, two heats on Sunday and then progressive finals on Monday. Note that after the final, Stock Hatch drivers wishing to continue working their way through the Fastest Man On Grass format can do so, however their vehicles will be supervised by a member of the Stock Hatch Steering Committee to ensure that the vehicle / engine hasn't been altered in any way before stripping. We are still working with the F600 Class. The room was reminded that only the driver and one mechanic may be within the compound at any time (alongside the Stock Hatch Steering Committee). We are not sure at the moment whether NASA would intend to incorporate Stock Hatch within the main Nationals if we become accepted. At the minute the feeling is that we would continue to run separate to allow the smaller clubs a chance to hold a Nationals. The room would be happy to see us within the main Stock Hatch Nationals accept that the distance would stop many from attending.

Any Other Business

OBD Ports, should new builds have to keep in their OBD ports so we can check the ECUs for irregularities.

Concerns over people buying equipment to map for each style of track, will bring up again at next years AGM.

Tagging, please remember that if you take your cage out of one car and put in another, your cage must be retagged. If doing this without having another tag, you could be subject to a ban. Note it also costs £20 for having a car tested now.

Smoking, excessive smoking won't be acceptable. If your car starts smoking, you should resolve the issue, not continue racing with excessive smoke.

Panel Damage, shouldn't be bringing a car looking like it's just come from Iraq. If you're car has too much panel damage, it may not be allowed to pass Scrutineer.

At this point, the AGM was brought to a close at 17.00.