

Minutes of the 2020 AMPBA AGM

Saturday 22nd 2020

Via Zoom.

AGM opened at 7.07 pm.

Committee in Attendance:

Kevin Morris Pres.

Daniel Yarrow Vice Pres

Steve Ballinger Secretary

Mintie Nguyen Treasurer

Frank Jones committee member

Geoff Marshall committee member

Also present:

Craig Knight, David Wiseman, Nikki Cronk, Gary Holborrow, Garry King, France de Syla, Tony Grinter, Danny Bull, Denis Beresford, Tony Jones, Clinton Parfit, Dave Thynne, Ken Retallick, Evan Holborrow, Sue Morris.

Apologies:

David Jones, Mike Bough, John Fulton, Shaun Lee Cooper, Robert Maxell.

Opening address by Kevin Morris and Craig Knight.

Minutes from last AGM were read by Steve Ballinger.

Moved to accept by Steve Ballinger

Seconded by Frank Jones.

Passed. Unanimously.

Matters arising from last AGM minutes:

Junior fees to be set at \$5 for insurance reasons.

Passed. Unanimously.

Tony Grinter to approach Consumer affairs regarding Non-profit organisations.

President's Report (Craig Knight):

Well, it's been a very eventful year, even if it wasn't model boating events. No one could have predicted that we would only have one sanctioned event in 2020. Halfway through the year, our Secretary, Grant Hudson resigned due to increased work commitments and I took over the role in the interim. We took preliminary steps to create a new website and forum, and I'm pleased to see that it has now come to fruition. There are some new rule changes that have also been passed.

The COVID 19 pandemic has thrown the whole country a curve ball and in these unprecedented times, I just hope everyone remains safe and in the not too distant future, we get back to doing what we love - racing boats.

Life Membership Presentation:

Craig awarded Frank Jones a life membership for his ongoing work for the AMPBA.

Treasurers Report:

<https://ampba.com.au/2020/07/15/treasurers-report-for-2020/>

Mintie presented the Treasurers Report as per the link above.

Moved by Dan Yarrow

Seconded by Denis Beresford

Passed. Unanimously.

Business arising from the Treasurer's report.

France De Sylva questioned the \$250 insurance fee.

Craig Knight explained details of incident which required \$250 insurance excess payment.

2020/21 Committee election:

Craig declared all positions vacant. Steve Ballinger took the Chair.

2 positions required determination by postal vote.

Treasurer: Nominations were Wayne Schutte and Kendrick Nguyen

Kendrick Nguyen was successful by 36 votes to 32 votes

General committee positions: Nominations were Geoff Marshall, Frank Jones and Tony Hass.

The voting for 2 available positions was:

General committee position:

Geoff Marshall 43 votes

Frank Jones 55 votes

Tony Hass 39 votes

Therefore, the new committee is:

President – Kevin Morris

Vice President – Daniel Yarrow

Secretary – Steve Ballinger

Treasurer – Kendrick Nguyen

General Committee – Geoff Marshall and Frank Jones

The incoming President, Kevin Morris, took over the Chair.

The President congratulated the new committee and thanked the previous committee for their work for the AMPBA.

Fees for 2020/21:

The meeting discussed fees for 2020/21 and came up with the following:

To support our RC boat racing community during covid19, the AMPBA will extend our member's subscriptions for the 2020-2021 season under these T&C.

- New members are covered to 30.6.22 by paying one year's fee.
- Existing registered members re-joining before 30.9.20 are covered to 30.6.22 by paying one year's fee.

Renewals between 01.10.20 – 30.6.2021 pay full fare.

Your home club must be affiliated with the AMPBA for this to apply, and those renewals presented to AMPBA secretary for confirmation and inclusion.

Passed. Unanimously.

Rule Change Voting:

Results for the rule changes which were determined postal vote were:

Proposal 1: 64 for, 4 against – carried

Proposal 2: 29 for, 39 against – defeated

Proposal 3: 46 for, 22 against – carried

Proposal 4: 60 for, 8 against – carried

Proposal 5: 55 for, 13 against – carried

Detail of proposals are shown in Addendum below.

The President (Kevin Morris) gave a brief report of new committee's progress.

- 1) He thanked the outgoing committee.
- 2) The current committee has been able to achieve the following in the first quarter:
 - a) New website and forum.
 - b) Race program has been updated and is currently being tested. Second stage which will add up all points at the end of each heat, is nearing completion
 - c) 2019 Books have been audited by an outside accounting firm and signed off.
 - d) A set of committee job descriptions and a code of ethics has been adopted and put in place for this and future committees.
 - e) New risk assessment 's have been adopted by all clubs and are now more up to date.
 - f) Updated membership forms with the members next of kin put on the forms.
- 3) Covid 19 has unfortunately put a stop to all interstate and state competition, the committee

hopes this will come to an end soon so we can get back to some racing.

4) Steve Ballinger spoke about the insurance and what to expect with the current situation.

There being no further business the meeting closed at 8.00pm.

Addendum

Amend wording to Section 7.3

PROPOSAL ONE

To read:

7.3 ENGINE CLASSIFICATION

The following are the classes and displacement recognized by the AMPBA for:

Oval Competition

< classes not affected by this proposal have been omitted >

EA Class	Up to 14.80v	E
EB Class	15.60v – 22.20v	E
EC Class	22.80v – 44.40v	E
ECM Class	22.80v – 44.40v	E per motor in a twin

ECM class 64 for 4 against passed

PROPOSAL TWO

Amend wording to Section 7.3

To read:

7.3 ENGINE CLASSIFICATION

The following are the classes and displacement recognized by the AMPBA for:

Oval Competition

< classes not affected by this proposal have been omitted >

16 - 25cc Petrol 16.00cc - 25.00cc Spark Ignition

SECTION TBA 16 – 25cc PETROL SPARK IGNITION

TBA.1 GENERAL

The intent of this class is to utilize gasoline powered, recoil started, piston controlled fuel intake only, commercially available lawn trimmer type engines to power large scale boats. Racing as per AMPBA Rules.

TBA.2 ENGINE SPECIFICATIONS

1. Engines must be commercially available lawn trimmer type engines with a one-piece cylinder and head casting, a capacity from 16cc to a maximum of 25cc, gasoline, spark ignition, piston controlled fuel intake only.

2. All engines to have and be started with a manual recoil pull starter.
3. Clutches are not mandatory, but all boats must be able to be stopped on the water by transmitter control.
4. Any engine modifications are permitted, as long as original engine configuration is kept unchanged. (Carburettor, Tuned Pipe and Inlet Manifold are open)
5. Engines must use original manufacture's castings and internal components as manufactured to a long engine. No aftermarket replacement parts may be used. (NB. Aftermarket Crankshaft Bearings and Crankshaft Seals may be used)
6. Engines must retain Original Manufacture's Ignition System. (Spark plug may be changed.).
7. No converted Glow Plug engines allowed.
8. Material may be removed from engines internal components, crankcase and cylinder but NO material may be added to these areas. Material may be removed from the outside of the cylinder to allow for the addition of water cooling the engine only. N.B. An exception is made to this rule when reclaiming threads, gasket and bearing surfaces.
9. Engines may use Single or Twin Ring Pistons as long as they are made by the original engine manufacturer as a spare part or accessory.

TBA.3 HULL CLASSIFICATIONS

1. Maximum length 1397mm (55inches), Maximum width 711.2mm (28inches).
2. Single engine only allowed.
3. Any brand Mono, Hydroplane or Tunnel hulls allowed, but must be run in their respective classes. All hull designs and setups must comply with AMPBA rules.

TBA.4 FUEL

The only fuel permitted to be used in AMPBA gasoline classes must comply with the following:

1. It must be Unleaded.
2. Be no more than 98 R.O.N.
3. Be readily available from retail petrol pumps throughout Australia.
4. Be manufactured for the use in road registered vehicles, which comply with Aust. Design Rules.
5. Contain no additives other than those added at point of manufacture or lubrication oil for two stroke engines.
6. Fuel dopes or additives such as methanol, nitromethane, propylene oxide, octane boosters and oxidants etc are prohibited.
7. Two stroke lubricating oil brand, type and mixed ratio is open, but must not contain octane boosters, oxidants or any other performance boosters.

TBA.5 FUEL TESTING

1. Fuel samples may be drawn for testing from competing boats at any time during the period from the commencement of the event until the competing boat is released from scrutineering at the conclusion of the event, or the event results have been ratified.
2. It is the competitor's responsibility to provide the means by which the fuel samples may be taken from the boat.
3. Whilst the fuel samples for testing are being taken, the competitor must be in immediate attendance to observe the process.
4. Fuel samples shall be tested according to the procedure listed below:
 - a. The event contest director or his/her nominated representative will take one sample of the fuel for testing.
 - b. The competitor may, at their discretion, request a second sample be drawn at the same time. After being duly identified and sealed, this second sample may be retained by the competitor. The competitor may use the retained sample in his/her defence provided that the seal is only broken in the presence of the contest director of the meeting. Where the contest director deems that no action is necessary the container holding the competitor's sample shall be returned to the contest director.

c. A Digatron DT15 or DT47 series Fuel Testing Kit used as per the manufacturer's instructions shall be the only acceptable method of on-site fuel testing at all AMPBA Sanctioned Meetings.

5. It is the competitor's responsibility to ensure the added two stroke oil conforms to these rules. Ignorance will not be a defence.

6. Any competitor found to be using fuel not conforming to AMPBA rules 14.4 will be immediately disqualified from that class. The competitor has the right of appeal as described in Section 5 (Protests).

16-25cc class 29 for 39 against Not passed

1. PROPOSAL THREE

2. Amend wording to Section 21.5

3.

4. To read:

5.

6. 21.5 At least one failsafe device must be fitted and operational in all Twin Petrol Outriggers to shut down the throttle or kill the engines ignition systems. No boat will be permitted to enter the water without at least one working failsafe and can be checked at random.

7.

8. It may be inbuilt into the radio equipment and programmed to the model or it may be an add on component. E.g. Vemon, Engine-kill and so on. An externally mounted kill switch is not regarded as a failsafe device, but may be fitted. The use of more than one failsafe is encouraged.

Failsafe for petrol rigger 46 for 22 against Passed

PROPOSAL FOUR

Amend wording to Section 7.3

To read:

7.3 ENGINE CLASSIFICATION

The following are the classes and displacement recognized by the AMPBA for:

Oval Competition

< classes not affected by this proposal have been omitted >

14.1 16 – 27cc Petrol 16.00cc - 27.00cc Spark Ignition ENGINE SPECIFICATIONS

1. Engines may use any type of induction method. (e.g. Piston Port, Drum, or Rotary Disc)
2. Engines to have a capacity from 16.00cc to a maximum Of 27.00cc
3. May be either single or multiple cylinders.
4. Shall rely on the spark ignition system for the initiation of combustion. No Glow Plug engines are allowed. Engine must be able to be stopped on the water by transmitter control.
5. Fuel dopes such as Methanol, nitromethane, propolyne oxide, octane boosters and oxidants etc. are prohibited.
6. Mixed fuel may be supplied for racers by the club hosting the event, in this instance no racer supplied fuel if allowed.

7. All AMPBA racing rules apply.
8. Maximum hull length of 1397mm (55 inches) maximum width 711.2mm (28 inches).
9. Any brand mono, hydroplane and tunnel hulls allowed, but must run in their respective classes. All hull designs and set ups must comply with AMPBA rules.

Minimum 27cc 60 for 8 against Passed

PROPOSAL FIVE

Amend wording to Section 7.3

To read:

7.3 ENGINE CLASSIFICATION

The following are the classes and displacement recognized by the AMPBA for:

Oval Competition

< classes not affected by this proposal have been omitted >

35cc Open Petrol 16.00cc - 35.00cc Spark Ignition

Amend wording to Section 15.1

To read:

15.1 ENGINE SPECIFICATION

1. Engines may use any type of induction method. (e.g. Piston Port, Drum or Rotary Disk etc.)
2. Engines to have a capacity from 16.00cc to a maximum of 35.00cc.
3. May be either single or multi cylinder.
4. Shall rely on the spark ignition system for the initiation of combustion. No Glow Plug engines are allowed.
5. Engine must be able to be stopped on the water by transmitter control.
6. Fuel dopes such as Methanol, nitromethane, propolyne oxide, octane boosters and oxidants etc. are prohibited.
7. Mixed fuel may be supplied for racers by the club hosting the event, in this instance no racer supplied fuel if allowed.
8. All AMPBA racing rules apply.
9. Maximum hull length of 1397mm (55 inches) maximum width 711.2mm (28 inches).
10. Any brand mono, hydroplane and tunnel hulls allowed, but must run in their respective classes. All hull designs and set ups must comply with AMPBA rules.

16-35 cc class 55 for 13 against passed

