

SAMPBA annual general meeting minutes 2011

Date: 28 April 2011

Venue: North End Power boating club, Port Elizabeth.

I) PREAMBLE

Committee Members present:

Chairman: George VandenHeever

Vice Chairman: Lionel Olivier

Secretary/Treasurer: Dean Breedt

Nationals Race Director: Gary McDonough

Nationals Event Director for 2011: Hennie van Rensburg

Apologies:

None.

Observers:

None

Total number of affiliated members present:

33 – Comprising of all five National clubs

Quorum achieved? **YES**

II) Minutes of previous meeting

Due to administrative error a copy of the 2010 AGM is not available. In short, the following decisions were made:

- A) Current committee was formed from a group of volunteers. Office bearers were to be selected from this group by common consent. Club reps were chosen to better represent the clubs on SAMPBA committee. Term of office – 2years.
- B) Hosting of 2011 NATS was entrusted to Port Elizabeth.
- C) The date for 2011 NATS was moved to the weekend after Easter.
- D) It was decided to establish a SAMPBA web site.
- E) S.A.M.P.B.A. Club representatives to be established to get direct feedback from members as well as aid in the decision making process.

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Motions:

Gary

Seconded: George

Accepted:

Dave

III) **Reports** (see appendix a, b & c)

- A) Chairman's report
- B) Secretary/Treasurer's report
- C) National event director's report

IV) **Office bearer election**

- A) Maintain Current committee? **YES**
- B) Resignations? **NO** _____
- C) Vote of no-confidence? **NO** _____
- D) New nominations? **NO**

Post: _____ Name : _____ seconded: _____ Elected: Yes/No

Post: _____ Name : _____ seconded: _____ Elected: Yes/No

Post: _____ Name : _____ seconded: _____ Elected: Yes/No

Post: _____ Name : _____ seconded: _____ Elected: Yes/No

Post: _____ Name : _____ seconded: _____ Elected: Yes/No

V) **Motions**

- A) Each affiliated club will have a maximum of 4 votes. However, the club must have 4 paid-up members at the AGM to use their 4 votes. No proxies allowed. This arrangement is to ensure bigger clubs do not force their private agenda.

Accepted: YES

SAMPBA annual general meeting minutes 2011

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- B) Broader power is to be given to the democratically appointed committee to take decisions in the interest of the sport. This will ensure that important decisions affecting the association will not have to wait for the annual AGM. Constitutional changes are excluded. The spirit of this change is aimed at general arrangements such as class rules, time keeping, scoring & race-format. All changes made in this way must be distributed to all affiliated members via the appointed club representatives with-in 30 days from decision. An appeal on all decisions is possible, and can be made in writing to the chairperson by any affiliated member who was not involved in the original decision making process. (out-voted decision makers cannot appeal)

Accepted: YES

There must however be a 100% agreement from Committee Members, Club Reps and Clubs for the change to be accepted.

- C) Engine capacity of all GAS classes (including unlimited hydro) to be restricted to 15cc to 30cc. The aim is to ensure affordability and fair competition.

Accepted: NO

The issue will be addressed in Class rules

- D) A central venue must be selected to host the NATS, instead of rotating between the 4 currently affiliated provinces. PE was suggested as the permanent venue. This arrangement is suggested to make traveling the same for most provinces, and thus ensuring more equal representation by all provinces.

Accepted: YES

If the central venue is deemed unfit by the committee within the next four months, then C.M.B.C. will be the secondary venue. A new date for the Nationals is to be investigated as well to move the event away from religious holidays.

- E) Affiliation to international associations. Currently SAMPBA rules are inclined towards NAVIGA, but the feeling is that the current trend is much more towards GAS racing which is more IMPBA or NAMBA territory. Another direction suggested is that the rule-book be revamped to be purely suited to the actual reality in South Africa. It must be remembered that if SAMPBA has any intentions of one day hosting an international invitational, we will have to play by internationally accepted rules!

Accepted: YES NO

We are proudly South African and will race according to our Members needs.

- F) Work-group be appointed to revamp the boat specifications in the rule-book. Currently only the GAS-stock class has comprehensive specifications.

Accepted: YES

National race classes need to be clarified as well.

Minimum amount of boats needed to run a class at the Nationals is moves from 3 to 5.

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- G) Development of the sport: With the decline in small nitro boat popularity, there is not an affordable option available. The GAS-stock class is no place for an in-experienced beginner. Racing is fast & tight with no inch given. (and they cost virtually the same to build as any mod boat). One suggestion is to run off-the-shelf trimmer motors in Cracker-box type hulls of the same size/design, utilizing identical hardware. These boats can be cheap and sufficiently slow to allow beginners and young children to develop their skills before venturing into the higher classes. It is suggested that the clubs/SAMPBA part subsidize these boats and be passed on to new members at an affordable price. Is a working group required to investigate?

Accepted: NO

- H) Communication: The SAMPBA web site has now created an ideal platform for information. All clubs should take turns to submit news and technical type articles for monthly placement on the site. The forum has received zero interest. Must it be removed? To aid communication and notification we want to invest in a bulk-SMS service to send reminders and basic info to all affiliated member's cell phones. Sponsors and advertisers wanted for web site! Any takers?

Accepted:

Point not discussed.

Left it in the minutes for future general discussion.

I) General

- S.A.M.P.B.A. to give recognition to Pilots.
With the National Colors system no longer catering for the sport of RC Boat Racing S.A.M.P.B.A. must implement a system to recognize Pilots for outstanding achievement.
It was suggested that a Nationals Jacket can be created.

Accepted: YES

- Pit Man rules in the S.A.M.P.B.A. rulebook are vague and need to be clarified.

Accepted: YES

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VI) APPENDIX

- A) Chairman's report
- B) Secretary/Treasurer's report

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- C) National event director's report
- D) Copy of financial statement
- E) Other

