



Notice of Annual General Meeting and Prizegiving 2018
Saturday, June 9, 2018 at 2.00 pm

To be held at Cophorne Grand Central meeting room, New Plymouth

Prizegiving to be held at Koi Restaurant, Devon St, 6pm-late \$80pp

Important Information about the AGM

1. This AGM is being held in compliance of the GTRNZ Constitution 6.1. Agenda follows in page 2 of this document.

2. As per By Laws 1.1 of the GTRNZ Constitution the eligibility to vote is as follows:

Ordinary Members – 1 vote

Family Membership (as listed on the membership form) – 1 vote

Associate Member – no vote

Life Member – 1 vote

Honorary Member – 1 vote

3. Only financial members in the current year of this AGM are eligible to vote. Proxy votes are not allowed. Outcomes that require a vote by the attendees will be determined by a two-thirds majority.

4. Nominations for President can be received seven days prior to the AGM and must be in writing.

5. Nominations for officers will be made at the AGM and each nomination must be moved and seconded by a financial member. Financial members who cannot attend the AGM can submit a nomination in writing to the Secretary up to 11am, Saturday 9th June 2018

6. Remits must be made in writing to the Secretary by Friday 1st June to be considered at this AGM.



GT RACING NEW ZEALAND
ANNUAL GENERAL MEETING AGENDA

Saturday, June 9th 2.00 pm

- 2pm start – Welcome
- Housekeeping and rules for meeting
- Apologies
- Valedictory – remembering members who have died in the past season
- Financial Summary – Keith Finnerty
- Presidents Report – Keith Finnerty
- Race Calendar 2018-19
- REMITS
- Election of Executive and Committee
- General Business

1. Remit Submitted By: Keith Finnerty

Wording: That the club merge our classes into one grid Gt1, Gt2 and GT3, dropping the GT4 class.

Reason: The race environment is becoming tougher for clubs and with the slow but steady decline in competitor numbers it doesn't make financial sense to pay for two grids. GT4 was a good idea but we simply haven't seen the numbers.

Cost Implications: See the next 2 remits

2018-19 Season: I do intend competing in this season

2. Remit Submitted By: Keith Finnerty

Wording: The club increases our race events to qualifying plus 4 races in a weekend

Reason: There can be a lot of waiting around between races and so our goal would be to have qualifying and two races on Saturday and two races on Sunday.

Cost Implications: Currently the grid fee for our classes is \$10,000 each (ie \$20,000 a weekend for both classes). We can opt for a higher ranked preference in the race schedule by paying \$15,000 for our new single grid. This gives us the extra time to hold one additional race on the Saturday.

2018-19 Season: : I intend competing in this season

3. Remit Submitted By: Keith Finnerty

Wording: The club sets it's entry fee at \$450

Reason: Currently we are significantly higher than other single grid entry fees and some competitors see this as unfair. A lower entry fee for the next season may attract more drivers but in any case the club will have a clear indication of whether cost is a factor in drivers choosing to attend.

Cost Implications: If we looked at 40 cars entering in our 2 grids from this past season we would gain $40 \times \$550 = \$22,000$ with a grid fee of \$20,000 and so a surplus of \$2000. If we had the same number under the proposed new format the sums look like this:

$40 \times \$450 = \$18,000$ with a grid fee of \$15,000 and so a surplus of \$3000. In other words we do more racing, pay less and are better off. If we only got 30 drivers we would lose \$3500 last season but only \$1500 with this proposal.

2018-19 Season: : I intend competing in this season

4. Remit Submitted By: Keith Finnerty

Wording: The race formats are:

Qualifying

R1 Rolling Start Scratch - 10 laps

R2 Standing Start Reverse grid in class GT1 at the front, then GT2, GT3-10 Laps

R3 Handicap with 2 laps allowance - drive through format

R4 Handicap with 1 lap allowance - drive through format

Reason: Under the proposal outlined in Remits 1-3 we need to add another race to our event. Making R1 a rolling start adds variety to our formats and bring some balance to the standing starts which benefit particular cars. Points are awarded as normal for all.

Cost Implications: none

2018-19 Season: : I intend competing in this season

5. Remit Submitted By: Jayden Mason

Wording: Amend series article 3.8.1 to say:

- GT2, GT3 and GT4: If a competitor exceeds their class eligibility during qualifying and racing then they shall nominate to forfeit all round points (excluding appearance points) or be move up to the next class. A competitor is deemed to have exceeded their class eligibility when they have broken out three times across the round. Breakouts are not cumulative across the season.

Reason: With the penalties imposed for breaking out I'm in the opinion that this would be a fairer penalty of stripping the offender of the round points rather than having a car that is only just capable of matching / slightly exceeding the break out being forced into the upper class. Losing all the points for the round doesn't help anyone's championship and with the penalty per lap your race results will be poor enough that it's of no advantage to sit on the breakout sandbagging. The reasoning for three strikes per round is with the purposed 4 race + qualifying format.

Cost Implications: none

2018-19 Season: : I intend competing in this season

6. Remit Submitted By: Jayden Mason

Wording: Amend series article 8.2(b) to say:

- Racing: If a competitor exceeds their class eligibility during racing, the following penalties will apply:
- up to 0.499 seconds over class eligibility, fifteen (15) seconds added to their total race time for each offending lap.
- from 0.500 to 2.000 seconds over class eligibility, they shall be disqualified from the race results plus the loss of fifty(50) series points for each offending lap to a maximum of one hundred(100) series points.
- over 2.000 seconds, the driver will be relegated from the class for the season.

Reason: Purely changing the penalty for the 0.5 second bracket, so if someone just manages to beat the breakout they're at a disadvantage to their competitors but not thrown right to the back of the pack, rather behind the cars that would be in close vicinity to the offending car. Some simple maths, theoretical advantage / number of laps = time difference per lap

Purposed: $14.5 / 10 = 1.45$

Current: $39.5 / 10 = 3.95$

So anybody capable of averaging with in 1.5 seconds of the breakout time will end up beating the offending car (realistically it'd be a considerable amount more because that relies on the offenders other 9 laps to be exactly on the breakout).

Cost Implications: none

2018-19 Season: : I intend competing in this season

