

CARS Board Meeting Minutes

April 16th 2015

| Item | Discussion |
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| 1A | <p>Meeting was called to order by John Hall at 7:10 pm EST</p> <p>Attendance included:</p> <p>John Hall (President)</p> <p>Eric Grochowski (Rally West Director) Attended first 45 min</p> <p>Peter Watt (RSO Director)</p> <p>Martin Burnley (Treasurer, RPM Director)</p> <p>Ross Wood</p> <p>Chris Martin</p> <p>Terry Epp</p> <p>Absent:</p> <p>Clarke Paynter (Vice President, Atlantic Director)</p> <p>Warren Haywood</p> <p>Maxime Méconse-Laroque (RSQ Director)</p> <p>We have 3/5 directors so no Quorum. It was agreed that we could continue discussion but we would not vote on any matter requiring a decision by the board.</p> |
| 2A | <p>The meeting minutes from Mar 18th 2015 were discussed.</p> <p>There were no concerns and the board members present proposed that the minutes be adopted by a motion at the next opportunity</p> <p>The minutes will be added to the next meeting agenda for a vote.</p> |
| 1B | <p>Financials</p> <p>Martin reported the finances are in good shape. The GST filings are in hand. The ASN 2015 insurance rates will stay the same as 2014</p> |
| 2B | <p>CRC</p> <p>Terry reported that he has received the 2nd draft of the BDC supplementary regulations. Has provided some feedback and expects them to be ready any day now.</p> <p>Terry expressed concern that the appointment of a regional steward for the national events is not in place and requested help from the regional directors to move this process along.</p> <p>Terry will follow up with Max personally since he is not in attendance and a regional steward for BDC is required quickly.</p> |
| 3B | <p>ASN Advisory Board Meeting</p> <p>John & Peter attended the ASN advisory board meeting on the April 12th weekend. Some highlights of the discussion included;</p> <p>No change in 2015 insurance rates</p> <p>Jones Brown is no more... Kevin Besta has started up Stoneridge who have picked up the motorsport insurance book and will continue to provide the same services to ASN Canada.</p> |

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| | <p>UAV use by commercial operators who are in compliance with Transport Canada regulations and carry the appropriate insurance will be allowed at motorsport events. ASN are drafting a statement to this effect and will issue to CARS and the Territories.</p> |
| 1C | <p>Subaru</p> <p>John reported that he and Terry had a meeting with Subaru on Monday April 13th. We discussed a couple of key issues for Subaru, being the lack of a good TSN program schedule for the CRC events and the inability to get good timely viewership data from TSN. John and Terry will be meeting with Formula/Bowes to review these concerns and see how we can improve.</p> |
| 3C | <p>New Sponsorship Activity</p> <p>John reported that JF has started at Bowes Media and that he seems to be getting right to work. Already started negotiations with one potential sponsor and doing some excellent prep work.</p> |
| 5C | <p>CARS/Event MOU</p> <p>John wrapped up the CARS/Event MOU and included all of the feedback received. Martin commented that the MOU has come a long way and appears to be a very complete and helpful document.</p> <p>John mentioned that the CARS/Event relationship is one that includes a number of agreements that have evolved over time. By writing it all down and having both parties agree, means that we have far less chance of miss-understandings or mistakes in terms of delivery to our respective sponsors. As the CRC value increases, we charge more and in return we must deliver so mistakes are more problematic.</p> <p>Ross asked if we could provide the finished document to the event organizers for one last review before the board votes on adopting it. John will send a copy to Ross for his teams review.</p> |
| 1E | <p>Safety Plans</p> <p>Terry reported that he is working on the national event safety plan template and also the national event emergency plan template. Expects to be complete by the end of April.</p> <p>Terry will share with Peter so that Peter can start on the reduced versions of these documents for rally cross, rally sprint, test days and so on.</p> <p>John indicated that he has had numerous requests from the regional directors for these templates as it will help them with understanding all of the requirements for them issuing a permit.</p> |
| 2F | <p>Website Development</p> <p>John has drafted a number of mock-up web pages that convert the branch diagram into the next step. The mock-ups do not reflect web page styling but do start to show the content on each page.</p> <p>Clarke had reviewed ahead of the meeting and indicated that he supports the direction and content.</p> <p>Martin supported the direction and felt that we had done a huge amount of work to get this far.</p> <p>Terry mentioned that he is very impressed and thinks that we are on the right track.</p> <p>John will continue to flesh out the details, Boris is working on an initial estimate of time required to actually build the web structure for us. Once we get to the next level of detail with an idea of the estimated time and therefore cost, the board will be able to determine next steps.</p> |
| 3F | <p>Stewards Manual</p> <p>Terry has Martin and Alain will to work with him to review and update the steward's manual. They are hoping to be complete by the end of April.</p> |
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| 4F | <p>Vehicle Tracking</p> <p>The RFP went out to Mark Williams of EZTrak and Jobe Sims of Rallysafe on March 30th 2015 with a RFP date of April 17th.</p> <p>Upon receipt John will summarize and send to the board for review and discussion.</p> <p>Peter raised the question if the RFP reflected the weighting exercise. The RFP includes all of the items that had an average weight of midpoint and above and excluded all items that had an average weighting below the mid point of support. This meant that the major item on the original functionality list that was excluded was the timing capability, the capability to get live timing data or utilize the system as the timing device. Other minor functionality was also excluded.</p> <p>Martin was felt that we have had good discussion and that the weighting exercise was thorough and pointed us in the right direction.</p> |
| 5F | <p>NARC</p> <p>Chris and John had nothing to report</p> |
| 2G | <p>Intent of Production Class</p> <p>Nothing to report</p> |
| 4G | <p>RSQ/CRQ negotiations</p> <p>With Max not at the meeting nothing discussed</p> |
| 1H | <p>NACAM</p> <p>John reported that since the last meeting there has been a lot of sensitive discussions take place around the use of BDC as a leg of the NACAM Rally Championship.</p> <p>Mar 30th 2015. Maxime forwarded to John a marked up copy of our draft items of concern, questions and issues list that had been forwarded presumably by Jean-Francois Guité to Mr. Shirley. The mark-up comments were responses to all of the items.</p> <p>April 1st 2015. John received a letter from Mr. Cordero entitled "NRC proposal agreement 2015". Basically Mr. Shirley had requested Mr. Cordero to forward the agreement that NRC and Rally West Virginia had signed in November 2014.</p> <p>April 1st 2015. Terry Epp, Maxime Méconse, Jean-Francois Guité, Francois-Olivier Gagnon, Donald Leblanc, Mark Dimock, Jason Henry and John held a conference call to discuss the NRC opportunity. Some time was spent discussing the Nov 2014 contract between NRC and RWV. It was agreed that at best this is a framework within which NRC would typically want to work with events. It did however reinforce many of the concerns and issues that CARS have with respect to commercial rights, our sponsors, our national competitors, costs, etc.</p> <p>The event organizers wanted a yes/no decision regarding CARS support, John explained that it would be a CARS board & ASN Canada FIA decision not mine alone.</p> <p>April 2nd 2015. John called a special meeting of the CARS board plus Terry Epp to discuss the situation. We had the full board in attendance and spent time reviewing all of the details. Primary concerns and issues raised by the board include;</p> <ul style="list-style-type: none"> • No formal proposal received from the NRC or Mr. Shirley. <ul style="list-style-type: none"> ○ We have a contract between NRC and Rally West Virginia that we assume can be used as a guide. ○ We have some comments and input to our initial draft list of issues, concerns and question. ○ We have input from the event organizer. ○ We have not made any progress towards a specific MOU between the event, CARS, ASN Canada and NRC. • CARS is the sole owner of the commercial rights for the CRC. Negotiating an agreement to allow use of our footage and media content by NRC, to share rights or for distribution |

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| | <p>internationally is complex.</p> <ul style="list-style-type: none"> • NRC has granted Rally West Virginia special rights for the broadcast of NRC events in Canada. • We must protect our sponsor's interests. This would require negotiation with our sponsors, if we wanted to change the format of the CRC or any of the events that we are currently contracted for. • Our sponsors currently have the rights to podium backdrop, window banners and more. This would require totally separate facilities. • We must maintain the integrity of the CRC and all of its agreements and relationships as we continue to build our own following and increase the commercial value of the series, through our own media contracts and media production. • Adding an international event to our calendar is not in our goals. • Time is tight and the risk of failure is very high. The risk of negatively impacting our CRC event and its stakeholders is high. <p>The CARS board recognized that if well planned and executed, there could be some benefits to holding a round of the NRC at a Canadian event. But this would entail some serious negotiation and discussion with all stakeholders in the current National and Regional championships, since this is a big departure from our current direction.</p> <p>There was a motion made that CARS recommend that ASN Canada FIA do not support sanctioning a round of the NRC in Canada in 2015. The motion was seconded and a vote was in favor. The motion was carried.</p> <p>CARS Recommendation</p> <p>CARS have recommended to ASN Canada FIA that they do not support the sanction of Rallye Baie des Chaleurs as a round of the NACAM Rally Championship in 2015.</p> <p>John reviewed this with ASN Canada FIA answered a number of questions and ASN Canada agreed with CARS and wrote to NACAM declining the offer to participate in the 2015 NRC</p> |
| 2H | <p>Aerial Photography at CRC events</p> <p>This was discussed at the ASN advisory board meeting on April 12th. It was agreed that we will be able to use commercially operated UAV's provided that they are flown in compliance with Transport Canada regulations, that the Operator has insurance and that CARS, ASN and the event are named insured's. We are waiting for the official words from ASN Canada FIA before proceeding</p> |
| 1J | <p>The next meeting will be on May 21st at 7 pm ET via conference call</p> |
| 2J | <p>The meeting adjourned at 8:50 PM ET</p> |