

CARS Board Meeting Minutes

April 1st, 2020

Item	Discussion
1A	<p>Meeting was called to order by John Hall on April 1st, 2020 at 17:03 MST</p> <p>John Hall (President) Martin Burnley (RPM Director) Chris Kremer (RW Director) Secretary/Treasurer Warren Haywood (RSO Director) François East (RSQ Director) Clarke Paynter (ARMS Director) Wim van der Poel (Competitor Representative) Graham Bruce (Technical Director) Ross Wood (Organizer Rep) Terry Epp (National Series Manager)</p> <p>We have Quorum at 5/5</p>
2A	<p>A motion was made to adopt the March 2nd board meeting minutes. The motion was seconded and adopted.</p> <p>A motion was made to adopt the March 18th board meeting minutes. The motion was seconded and adopted.</p> <p>Both sets of minutes are approved as presented</p>
1B	<p>John presented the 1st qtr. financials on behalf of Chris. The qtr. was very much on plan, ending very close to budget. It is expected that next qtr. could be quite different with fewer licenses being bought because of the COVID-19 crisis and the subsequent postponement/cancellation of events.</p>
2B	<p>Terry presented the Rocky proposal to postpone the event until November. The proposed dates are now November 7th and 8th with the event being a 1 day rally in Kananaskis country.</p> <p>A motion was made to accept the new dates, the motion was seconded and the proposal adopted.</p> <p>Terry reported that the NACAM championship has been delayed until further notice. This will impact BDC and it is expected that BDC will be making a decision on its status before the end of April.</p> <p>It was discussed that competitors too will be feeling the crunch which will more than likely have a big impact on entry levels at events that do run later in the year.</p> <p>Events might also see the loss of sponsorship and may need to re-work budgets accordingly.</p>
3B	<p>John and Martin reported that the new CARS insurance policy is now in place and available for affiliated clubs to be able to purchase insurance coverages.</p> <p>Details are on the website https://carsrally.ca/documents/insurance/</p> <p>It was asked if CARS went out for bids on the insurance. The answer was no, with the very late notice of ASN Canada folding and the need to have insurance in place for April 1st we along with all</p>

	<p>of the motorsport territories have worked with Stoneridge who have provided coverages very similar to what was available through ASN Canada. If we affiliate with a new ASN during 2020 then it would be expected that they will set up an insurance package and no doubt go through negotiations with available suppliers. If CARS do not affiliate with a new ASN then we at least know that we can get insurance and will review pricing before April 2021.</p> <p>Martin reviewed the status of our clubs. 3 have not affiliated for 2020 because they don't anticipate doing anything. It was noted that they would need to re-apply for affiliation in the future if they wanted to re-join CARS.</p> <p>The new QC club CADO has neither affiliated nor bought insurance. Francois will follow up with them.</p>
4B	<p>John reported on ASN status.</p> <p>The WMSC met on March 5th they reviewed three applications and decided that none satisfied them.</p> <p>The FIA asked that the two Canadian based applicants go back and work together to submit a combined proposal, leaving the third applicant out.</p> <p>I don't know the details but the two Canadian applicants did not come to an agreement to work together.</p> <p>The group of 5 territorial motorsport and CARS presidents met and determined that they did not support the person that submitted the proposal on their behalf, even though we do support the content of the proposal that was originally developed by the group.</p> <p>This group now represented by an independent facilitator let the FIA know that we no longer support the original person who submitted the proposal, but as a group we agree and will try to work with the other candidate. After some discussions this did not happen.</p> <p>In the meantime, the third person worked with the group of presidents and re-submitted his proposal with the support of the majority of the group.</p> <p>John explained that he has indicated support and willingness to work with whichever of these two groups gets awarded the ASN.</p> <p>Once the ASN is awarded, the structure and organization will need to be designed. CARS will be involved.</p> <p>Once the organization is established CARS will be able to decide on its future, to affiliate or not.</p>
5B	<p>John requested nominations for Vice President. François East was nominated and accepted the nomination. The remainder of the board voted in support of the nomination.</p> <p>François is the new VP</p>
6B	<p>Ross presented a letter from the group of 4 Quebec based national event organizers indicating some dissatisfaction with the management of the Canadian Rally Championship.</p> <p>Key points being made included;</p> <ul style="list-style-type: none"> • New rules are imposed on events without their input or vote. • The voting regions do not represent these events • The voting regions do not consult these events • The Organizer rep does not consult these events • The new ASN will manage the future of motorsport in Canada <p>The board asked Francois and Ross for clarifications and there was some discussion.</p> <p>Some discussion did take place as many of the processes we do have in place do address these items, although it's obvious that they are either not adequate, not working or not being used.</p> <p>It was agreed that the best way to address the concerns would be to assemble a small group that will include;</p> <ul style="list-style-type: none"> • John

	<ul style="list-style-type: none"> • Clarke • François • Ross • Graham • Warren • Keith • And a representative or two from the group of 4 events <p>John will assemble and set up a meeting.</p>
1C	John talked to Subaru about the impact of event postponements/cancellations on the CRC and our agreed to deliverables. Subaru were pleased that we reached out to them. We agreed that we would monitor the situation and stay in contact.
2C	Martin reported that he was having fairly positive discussions with Yokohama. Of course, the COVID-19 situation has this currently on hold.
1D	<p>Graham reported that the electronic boost monitor was tested at Cochrane rally, it worked well. He is currently building a couple more and will continue to test them.</p> <p>It looks as though this could be a good alternative to the POV. Although both may end up being used, singularly or individually.</p>
2D	<p>Graham presented the communication and discussion that has occurred between members of the TRC. There is no clear answer/agreement and ideally, we would not allow ALS or LC in production cars as the intent of the production class is to be as close to a production-based car as possible. However, the team have come to a reluctant conclusion that for as long as we require a 32 mm restrictor, we need to allow the ECU to be free and as such we should allow ECU managed ALS and LC to be allowed.</p> <p>He presented a draft bulletin changing the rules, the board agreed to send the rule change proposal for two-week review.</p>
3D	John indicated that we had received some responses to the National Scrutineer posting. John and Graham will review and get back to the board with a proposal.
1E	<p>François provided feedback from Rallye Charlevoix that they are not happy with the new artificial jump rules that were approved at the March 2nd meeting.</p> <p>The rules as published had been out in draft form for two-week review prior to being approved, but no feedback was received from Charlevoix at that time.</p> <p>It was discussed that CARS rules are intended to provide governance to the sport. They set boundaries that limit risk. Generally, in the rally world artificial jumps are not well designed or built to limit the risk to competitors and their competition vehicles. Many examples exist of very expensive cars taking artificial jumps and causing significant damage.</p> <p>However, this does not mean that we shouldn't continue to improve the rules when alternative suggestions are made.</p> <p>One suggestion is that artificial jumps might be acceptable if there is a zero-penalty by-pass that competitors can choose to use. Or possibly properly engineered and built, artificial jumps could be allowed.</p> <p>The ARC will take another look at the rule as published and make another proposal to the board.</p>
1G	Wim mentioned that he had followed the whole rally car registration process successfully and after importing a rally car, registering it in Alberta, he has been able to get insurance through his broker.

1J	The next meeting is scheduled for Tuesday May 5 th at 7:00pm ET
2J	A motion was made to adjourn the meeting at 9:25pm ET.