

CARS Board Meeting Minutes

April 30th, 2021

| Item | Discussion |
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| 1A | <p>Meeting was called to order by John Hall on April 30 at 7:03pm ET</p> <p>John Hall (President)</p> <p>Martin Burnley (RPM Director)</p> <p>Chris Kremer (RW Director & Secretary/Treasurer)</p> <p>Warren Haywood (RSO Director)</p> <p>François East (RSQ Director & Vice President)</p> <p>Ross Wood (Organizer Rep)</p> <p>Terry Epp (National Series Manager)</p> <p>Wim van der Poel (Competitor Representative)</p> <p>Graham Bruce (Technical Director)</p> <p>We have Quorum at 4/5</p> <p>Absent</p> <p>Clarke Paynter (ARMS Director)</p> |
| 2A | <p>A motion was made to adopt the March 29th Board meeting minutes, the motion was seconded and approved.</p> |
| 1B | <p>Chris provided brief update; some licenses have been sold adding a little income to our account.</p> |
| 2B | <p>Terry updated the board that Rocky Mountain Rally had postponed and was asking to slot into the CRC schedule on Oct 8/9th weekend. This would make for a back to back PFR/RMR. The organizer is considering a storage and work facility for travelling teams that would stay over for both events. The board approved the Oct 8/9 dates. The Rocky Mountain Rally will be a 1-day event.</p> <p>The BDC supplementary Regulations have been received and approved by Terry. They will be posted to the website shortly.</p> <p>Terry mentioned that likely all events in 2021 will be 1 day although this isn't confirmed with Defi or PFR. It is up to the events but most are recognizing the ongoing need to minimize exposure to COVID.</p> <p>The board did discuss what constitutes a National event when some provincial borders are closed and therefore some competitors can't get to the event. There were a variety of perspectives that ranged from saying that they couldn't be nationals to let it be what it is and 2021 will pass with a variety of possibilities. It was agreed that to foresee the future and determine a plan is very difficult and that letting the season unfold is probably the right thing to do.</p> |
| 3B | <p>John reported that CARS had finally received the insurance quote and coverages from Stoneridge and Bazinet. It was very late coming to us which meant that the information and opportunity to purchase the club GL D&O coverage was a very short time window.</p> <p>John provided the background of how the insurance situation unfolded.</p> <p>We agreed back last fall to work with ASN Canada to request a common comprehensive motorsport insurance package for all the ASN affiliated groups. They proceeded but started to find that Brokers</p> |

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| | <p>and insurers were reluctant or not able to provide a comprehensive package for motorsport in the time window that we had, the ASN found the whole process of defining the coverages needed and understanding what was available on the market to be a lot more complicated than anticipated. The only group that was willing and able to assemble the package for us was Stoneridge, since they had intimate knowledge of the coverages needed. So ASN continued down the path of talking to Stoneridge. While working with another option or two, but on a longer-term basis with the intention of having other options for 2022.</p> <p>Late in the process it became apparent that the ASN would not be able to secure a comprehensive motorsports package for the whole group so it was turned back over to the individual Motorsport Territories and CARS to deal directly with Stoneridge. On top of this the long-time insurer Everest declined to provide coverages.</p> <p>This left Stoneridge scrambling to continue negotiations with other insurers. In the end they secured the coverages we needed from Lloyds Markel Canada. It is from them through Stoneridge and Bazinet that we have the quoted premiums and coverages.</p> <p>Throughout all of this it was clear that the insurance industry was under some degree of stress and that premiums would be increasing.</p> <p>Bottom line is that the Club GL and D&O premium has increased quite significantly. Most event premiums also increased, although some performance rally premiums did decrease slightly.</p> <p>Coverages are also less as the insurers have added some further exclusions for such things as Cyber Incidents and Contagions, such as incidents due to COVID for example.</p> <p>As well the liability limits for Accidental death, excess medical and weekly indemnity have reduced.</p> <p>John and Chris had prepared a proposal for the per car rates for National, Regional and Sprint rallies. The board provided input and a few adjustments were made.</p> <p>A motion was made to adopt the 2021 rate sheet with the adjustments. The motion was seconded and adopted.</p> <p>The 2021 rate sheet will be issued.</p> |
| 1C | <p>John reported that at the request of Subaru he had updated the contract to reflect the current dates and terms. We still do not have a firm word but certainly the Subaru team are working towards getting an agreement fairly soon. They are in the process of getting final approvals, however until we get the final approvals, we don't have anything.</p> <p>The Subaru cash rebate for CARS affiliated club members new vehicle purchases, has been extended for 2021. The application form is on the website and simply needs to be filled out and processed through the CARS office.</p> |
| 3E | <p>The proposed Rally Cross and Rally Sprint rules had been out for 2-week review. Some excellent feedback was provided by some organizers. The ARC met and incorporated most of the feedback and presented the final documents for board approval.</p> <p>A motion was made to adopt the final proposed rally cross and rally sprint rules. The motion was seconded and adopted.</p> <p>John will send final documents to Debbie for issue as a bulletin.</p> |
| 1G | <p>François has a meeting with his Deputy to discuss a couple of items, one is the question of rally car exemption/licensing similar to Alberta.</p> <p>Warren is working with his local RSO people on the topic of rally car registration and Bill 282 that is dealing with street racing in Ontario.</p> |
| 2G | <p>John had not been able to talk to ASN Canada about the Rising Star program.</p> |

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| 3G | We still do not have a medical delegate for QC or the rest of Canada. Francois and Warren will follow up. |
| 1H | <p>John brought up the topic of new president recruitment. At the AGM in January he had indicated that he would serve another year as president but that this would be the last.</p> <p>The board indicated that so far they had not done anything but agreed that they would develop a recruitment plan and start the process of finding a replacement.</p> |
| 2H | <p>Martin raised the question of where the board stands on RallySafe. He indicated that we were ahead of the curve back a few years ago when we identified RallySafe as the system of choice and started using it in Western Canada. In fact, CARS are recognized by SAS as early adopters. But since then we have not been able to consolidate and align on a single tool, as events have used both RallySafe and EZTrak.</p> <p>In the meantime, the WRC has adopted RallySafe as have the American Rally Championship. They have both taken the use to the next level by implementing the full timing and scoring capability. At the last event in the US Olympus used the Quiet zone warning feature and the virtual chicane feature as well completely doing away with start line clocks. The ARA are using the full safety package which includes proximity warnings, roll-over and impact alerts, etc.</p> <p>There was some lively discussion about the various options available to us, being EZtrak and RallySafe and what each provides in the way of functionality. They are not the same and there is a cost difference.</p> <p>The board agreed that the ARC would conduct a cost/benefit analysis, they would get some better firmer cost data that will allow the discussion to continue with the cost facts to weigh against the capabilities.</p> |
| 3H | <p>Martin shared a winter tire that a BC competitor had bought... It was an Italian DOT snow tire that would take studs. The picture he shared showed a stud that albeit looked like the correct tip diameter and length did not look like a TSMI stud which is what we allow in the rules.</p> <p>Martin asked if the requirement for studded winter tires to be DOT approved was limited to domestic DOT. The board members discussed and felt that we should simply leave it as DOT, which, means that any DOT tire, Italian, Japanese or Canadian for example, would be acceptable. However, the board did agree that any studs need to be TSMI studs.</p> |
| 4H | <p>Francois shared with the board a letter that RSQ had received from ASQ. Basically, it said that ASQ has motorsport authority in Quebec and that RSQ needs to affiliate with ASQ and pay affiliation fees plus a percentage of their licenses.</p> <p>Francois is holding a special General Meeting to discuss and put to a vote of the members.</p> <p>Interestingly RSQ over the past 30 years has only affiliated once with ASQ and that was last year under the idea that they could share administrative efforts.</p> |
| 5H | <p>John reported that he had a good conversation with Ron Fellows of GDS the ASN for Canada. Both he and Francois Dumontier have been very busy with their regular business as well as trying to get the new ASN up and running.</p> <p>He confirmed that he had received our affiliation request letter in February and apologized for not getting us onto his website as an affiliated member.</p> <p>John will stay in contact with Ron.</p> |
| 1J | The next meeting was set for June 16 th at 7:00pm ET |
| 2J | A motion was made to adjourn the meeting at 10:02 pm ET |