

# CARS Board Meeting Minutes

Dec 12<sup>th</sup> 2019

Item	Discussion
1A	<p>The meeting was called to order at 7:05 ET</p> <p>Attendance included:</p> <p>John Hall (President) Simon Vincent (RSQ Director). Clarke Paynter (Atlantic Director) Martin Burnley (RPM Director) Ross Wood (Organizer Rep) Terry Epp (Series Manager) Chris Kremer (Sec/Treasurer &amp; Rally West Director) Darryl Malone (RSO Director) Graham Bruce (Tech Director)</p> <p>Absent:</p> <p>Wim van der Poel (Competitor Rep)</p> <p>We have a Quorum with 4/5 directors present Clarke joined shortly after start of meeting</p>
2A	<p>A motion was made to adopt the Nov 4<sup>th</sup> meeting minutes as presented. The motion was seconded and adopted; the Nov 4<sup>th</sup> minutes are approved.</p> <p>A motion was made to adopt the Nov 18<sup>th</sup> meeting minutes as presented. The motion was seconded and adopted; the Nov 18<sup>th</sup> minutes are approved.</p>
1B	<p>Chris presented and reviewed highlights of the 2019 YE Financial statement which showed that we had a good year managing the spending to slightly below plan.</p> <p>Chris then presented his proposed 2020 budget. The operating budget is balanced, does not include any increases to competition licenses, permits or membership fees and overall expenses are flat with 2019. The 2020 budget also shows a minimal positive net balance on the insurance account. And reflects a small negative net balance on the commercial account in 2020. The board supported the draft budget which will be presented to the membership at the AGM.</p> <p>Chris reviewed the insurance account and John shared a calculator that allows for adjusting the entry number and insurance cost variables to maintain a balanced account. The current balance in the insurance account is approx. \$2000. The board agreed that over time it would be healthier if the account maintained a balance closer to \$5000 as this would allow for pricing adjustments to be absorbed mid-season and not have to adjust rates last minute.</p> <p>The proposed rates for 2020 which are based on the same entry level as 2019 and the same insurance rates plus a 3% increase, rates are as follows;</p> <p>National Reduced from \$185 to \$176</p>

	<p>Regional Reduced from \$165 to \$139</p> <p>Rally Sprint Increased from \$85 to \$93</p> <p>Discussion questioned the Rallysprint increase. Chris reminded people that the original plan in 2019 was to set Rallysprint at \$100, but since a new series was being set up a request for a reduced rate of \$85 to help get the series up and running was approved.</p>
2B	<p>Terry provided CRC updates:</p> <ol style="list-style-type: none"> <li>1. Big White ran on Dec 6<sup>th</sup> weekend. Had a stage breach on shakedown, changed blocking to ensure that it didn't happen again. Rally went off really well. There was an inquiry on car 2 which originally was ruled in favor of the complainant but was later overturned at protest hearing after data presented convinced the stewards and the organizer that the car was legal. This has led to a lot of conversation and discontent amongst the competitor group. In particular Martin presented a couple of letters from his constituents expressing their concern and desire for the board to review. The board discussed this at length and believe that an investigation/review of the issues/concerns is required and potential rules changes could be a result. It is important that competitors fully understand the grievance procedures as an appeal of the protest hearing outcome would have taken a different path resulting in an appeal board hearing.</li> <li>2. Perce Neige planning is underway, Supps have been submitted, safety plan is due next week. The event wants to run a new in-town stage.</li> <li>3. Defi organizer has changed. New organizers are Michel Poirier-Defoy and Louis Montpellier. BGilles Lacroix has resigned.</li> <li>4. Darryl asked why a National Scrutineer from locally wasn't asked to do Tall Pines on behalf of CARS, as this would have saved some travel cost. John indicated that the regular National Scrutineer stand-in people were not available and he and Graham chose to recruit Keith, who proved to be very competent at the role, worked well with the organizer and Chief Scrutineer.</li> </ol>
6B	<p>John reviewed AGM planning.</p> <ol style="list-style-type: none"> <li>1. Nominee for RSQ is Francois East</li> <li>2. Nominee for Rally West is Chris Kremer</li> <li>3. Nominee for President is John Hall</li> <li>4. We do not have any candidates for Competitor Rep. Wim has indicated that in this case he would be willing to stay on. A motion was made to appoint Wim as Competitor Rep for another term, the motion was seconded and adopted. John will notify Wim and thank his for doing the role.</li> </ol>
4C	<p>John reported that Hoosier had asked if the CRC would support them implementing a competitor contingency program. He had indicated CARS support and offered help in implementing. Have not heard any more on this item.</p>
1D	<p>Graham reported that he has made contact with Angel Consulting and a knowledgeable individual from Scotland who are helping him really determine what happened with the POV.</p> <p>Once he has a thorough understanding, next steps will be determined and a proposal sent to the board. It was suggested that we need to make sure that affected competitors are in the loop. Graham agreed.</p>
2D	<p>John had added the topic of production class rules to the agenda as it is expected to come under review as a result of concerns about the rules and difficulty in policing the rules raised at Big White.</p> <p>Discussed that we almost certainly have to maintain an open ECU as most modern cars have so many features that it makes it difficult if not impossible to rally a car with an OEM ECU.</p>

	<p>Discussed the history of production class and how it started out as a class to allow cars to compete with only safety and durability alterations being allowed. But over time the rules have evolved to address advancing technology in the cars.</p> <p>Discussed that we do not operate with a set specification so typically our rules create a box within which cars can be built. With this approach we will always have cars built to the limit of that box and others built somewhere within the box. Leaving a variety of competitive levels.</p> <p>Discussed that before we embark on a rule review the investigation/review of issues &amp; concerns as mentioned in 2B above should be conducted, input should be solicited, and an invitation for ARA to work with us on a production class set of rules should all occur. In order for this to happen it was agreed that John, Darryl, Chris and Graham would work on developing a mandate for this overall investigation/review team.</p>
3D	<p>Darryl had raised concern that the Technical Rules Committee was not as engaged as he felt it should be, in some recent technical decisions.</p> <p>Discussed the history of the TRC and how some years ago the Technical Director and his team had a lot of autonomy to set direction and implement rules. Also, the technical team was made up primarily of car builders.</p> <p>Under the Current leadership the direction has moved towards the CARS board of Directors being more involved and responsible for direction and philosophy with respect to the rules.</p> <p>The current technical director looks to the CARS board for direction, brings his proposals to the board and looks to the board for approval. In order to achieve the best results, he believes that a fixed technical team doesn't necessarily serve us best and as such tends to use a much more flexible approach, tapping into a greater variety of technical experts as required. With mandated projects such as a revamp of production rules, he would assemble a small team of the appropriate technical resources.</p>
1E	<p>13.2.2 in the rule book, deals with choice of route. Currently some of the words contradict what we want to do in practice. This creates a problem for the NSM when approving rally routes. It was agreed that the Admin Rules Committee would review and draft proposed words to better align with what we want to have happen.</p>
2E	<p>11.4.1.1 deals with the criteria for issuing a license. We do not differentiate between Driver and Co-Driver licenses. This can make it difficult to judge when a co-driver should be given a competition license and how much discretion the region director has in this regard.</p> <p>The ARC will review and make proposal.</p>
1F	<p>John reported that Frontech have committed to start work on the E-Logbook</p>
1G	<p>Simon reported that they are waiting for feedback from SAAQ</p>
1H	<p>Darryl shared the work he has been doing with Transport Canada to re-instate the competition car importation process that we once had. Progress is being made in discussions. Hoping that the definition of a rally car can be added to the memorandum that governs the decision-making process within the importation department.</p>
2H	<p>John shared what he knew about the ASN Canada resignation from the FIA.</p> <p>Notified Dec 10th that ASN Canada had resigned from the FIA.</p> <p>Limited information on reasons.</p> <p>ASN Canada officially done Dec 31st 2019</p> <p>Insurance continued through to March 31st 2020 per contract</p> <p>Planning underway to establish new leadership group, with FIA support.</p> <p>New Federal NFP association has been registered.</p> <p>Negotiations underway with Stonebridge for uninterrupted insurance coverage.</p> <p>Will work towards uninterrupted international licenses and international events.</p>

1J	The next meeting is set for Friday Jan 10 <sup>th</sup> at 6:00pm in Ottawa on the AGM weekend.
2J	The meeting was adjourned at 9:55 pm ET