

# CARS Board Meeting Minutes

February 7<sup>th</sup> 2019

Item	Discussion
1A	<p>The meeting was called to order at 7:02 ET</p> <p>Attendance included:</p> <p>John Hall (President)</p> <p>Chris Kremer (Sec/Treasurer &amp; Rally West Director)</p> <p>Clarke Paynter (Atlantic Director)</p> <p>Simon Vincent (RSQ Director).</p> <p>Darryl Malone (Vice President, RSO Director)</p> <p>Martin Burnley (RPM Director)</p> <p>Wim van der Poel (Competitor Rep)</p> <p>Graham Bruce (Tech Director)</p> <p>Ross Wood (Organizer Rep)</p> <p>We have a quorum with 5/5 directors.</p> <p>Absent:</p> <p>Terry Epp (Series Manager)</p>
2A	<p>A motion was made to adopt the Jan 11<sup>th</sup>, 12<sup>th</sup> &amp; 13<sup>th</sup> board meeting minutes as presented; the motion was seconded and adopted. The January 11<sup>th</sup>, 12<sup>th</sup> &amp; 13<sup>th</sup> minutes are approved.</p>
1B	<p>John mentioned that we have a new accountant for 2019</p> <p>Ben Steman of St.Arnaud Pinsent Steman Chartered Accountants Edmonton</p>
2B	<p>John presented Terry's report on Perce Neige</p> <ol style="list-style-type: none"><li>1. Key points included that we need to review rule 15.13 Interruption of a Stage as it relates to individual crews being held up on stage. This rule needs to differentiate what is force majeure and what warrants scoring adjustment.</li><li>2. Terry indicated that the long Kitigan Stage had a large amount of snow making it difficult for crews to get through.</li><li>3. Terry indicated that the stewards and organizer did a very good job considering many of the issues they had to deal with.</li></ol>
4B	<p>Wim updated our cost history report with event entry fees. The data is not yet complete but is showing that there has been a steady increase over the years.</p> <p>A couple of items that have attributed to the increase has been the addition of vehicle tracking and the steady increase in insurance premiums.</p>
1C	<p>John has submitted a revised agreement to Subaru that matches what Subaru have asked for in terms of dollars. Subaru will be reviewing over the next couple of weeks.</p>

2C	DirtFish have informed CARS that they will not be renewing the support of the series in 2019. They have left the door open to discussions for the 2020 season.
3C	Motul have informed CARS that they will not be renewing their support agreement in 2019 but have left the door open to discussions for the 2020 season.
4C	Clarke reported that he has no news on TV ad sales in Halifax
5C	John reported that the feedback from the Charlevoix organizers has not been encouraging with respect to the sale of a TV ad spot.
6C	<p>John and Martin met with the Media guys to outline the financial situation going into 2019. The Media company wants to continue to work with us and will develop a plan to reduce deliverables while still maintaining our core needs of a TV series covering the 8-event championship.</p> <p>This could mean a reduction in short videos, news articles, images, and videographers at events.</p> <p>We need to drum up support from the rally community for some volunteer work in the following areas;</p> <p>French translation of news articles and Volunteer news article writers to help fill the gaps.</p>
1D	Graham reported that pop-off valves had been received by Matt, Graham had calibrated and sealed them and a number have already been distributed to teams.
2D	<p>Matt had submitted his report from Perce Neige. Unfortunately we had one car that was not allowed to start because of some technical deficiencies.</p> <p>The group did discuss the responsibility of an individual to do his due diligence when purchasing a Rally Car and that he can't rely on the fact that the vehicle was log booked, as a guarantee that the vehicle meets current standards. We should try to sensitize people to this. Possibly add a statement to the logbook stating that the logbook does not guarantee compliance.</p> <p>Matt also reported that there were a couple of other technical deficiencies that were corrected.</p> <p>It also came to our attention that Bulletin 2017-06 and 2018-07 that dealt with circuit breakers, fire extinguishers and fuel pumps did not get into the 2019 printing of the rulebook. It was agreed that we should re-issue these bulletins and point out the omission.</p>
3D	<p>The TRC proposed that we should allow peripheral porting of rotary engines in open class cars. The group discussed and felt that the power produced would be consistent with other open class engines.</p> <p>A motion was made to support the proposed change and send the rule change to 2-week review the motion was seconded and adopted.</p> <p>John will send to Debbie for translation and issue for 2-week review.</p>
4D	<p>The TRC proposed that we add an allowance for FIA cars in O2WD the same as we did for O4WD. The discussion mentioned that this was somewhat of an oversight when we issued the new O4WD rules and this proposed change is consistent and appropriate.</p> <p>A motion was made to support the proposed rule change and send for 2-week review. The motion was seconded and adopted.</p> <p>John will send to Debbie for translation and issue for 2-week review</p>
5D	<p>The TRC proposed that we add a requirement for a window breaker in Rally Cars. The group discussed the types of breakers and how they can be mounted.</p> <p>A motion was made to support the proposed rule change and send for 2-week review. The motion was seconded and adopted.</p> <p>John will send to Debbie for translation and issue for 2-week review</p>

6D	<p>At the January Round Table a competitor asked for confirmation of CARS direction with respect to Cross Platform car builds. Currently not allowed but will that change?</p> <p>The TRC discussed cross platform cars and came to the conclusion that technically there is no reason to not allow them. Although 2WD conversions to 4WD are allowed providing that the chassis and engine match, this is effectively the same build as a cross platform car without the cross manufacturer of chassis and engine.</p> <p>John discussed the concept of cross platform cars with Subaru to get a sense of their position. They indicated that one of their main reasons for participating in the series is the manufacturers title, as this is a large part of the pay back for their support of the series and the contingency money that comes into the competitor base. Their concern with cross platform cars is how it would be scored or how it might change the manufacturers championship.</p> <p>John indicated that this concern could translate into loss of support from Subaru at some point, if they felt that they were not getting value or not being recognized as the manufacturer of a winning vehicle.</p> <p>Other sanctioning bodies vary... FIA doesn't allow, the UK doesn't allow, ARA does allow, many Eastern European countries allow. Australia and NZ have the AP car builds but they are set cassis/engine combination. So not a consistent approach around the world.</p> <p>There is currently some discussion with other manufacturers; implementing cross platform would close that door.</p> <p>The board discussed the technical versus commercial pros and cons as both sides of the discussion have benefits and drawbacks. The biggest concern was the potential loss of support from our one manufacturer and the impact that would have on a large number of competitors. The other prevalent comment was that you can do the same thing by using a Mirage shell with an Evo engine, or use a Fiesta shell with an Eco Boost engine and so on.</p> <p>A motion was made that we don't change the rules to accept cross platform cars. The motion was seconded and a vote yielded 3 yes, 1 no and 1 abstention. The motion was adopted. The rules will not change and Cross Platform cars will not be allowed.</p>
7D	<p>John will be re-issuing bulletin 2017-06 since it was missed from the 2019 printing of the rulebook.</p>
2E	<p>John presented ARC's proposed rule changes related to commercial rights and on-board video. The existing rules 3.10 and 3.11 were adjusted and 3.12 – 3.18 were added all to bring clarity to the difference between promotional use and commercial use of video, images and audio recordings of CARS sanctioned events.</p> <p>Some of the additions include defining the use and live broadcasting of on-board video and/or audio. The board discussed and some clarity gained.</p> <p>A motion was made to support the proposed rule changes and send them for 2-week review. The motion was seconded and adopted.</p> <p>John will send to Debbie for translation and issue for 2-week review</p>
3E	<p>John is continuing to work towards the continual updating of the online version of the rulebook.</p>
4E	<p>Shayne Peterson had submitted a request for a rule change that would only give the 2 min window to &gt;85 SF cars.</p> <p>The ARC discussed this and recommends maintaining the status quo. When the 2 min window was initially implemented it was discussed that it could be the &gt;85 or it could be all or it could be top 10 and in all cases there are pros and cons. The board at the time settled on the top 5 cars getting a 2 min window with the only exception being when a &gt;85 SF driver restarts in position 6. The system has been working quite well.</p> <p>The board supported the ARC recommendation and will leave the rule as it is.</p>
5E	<p>John presented the ARC's rule change proposal to eliminate awards for 4<sup>th</sup> and 5<sup>th</sup> place in the Overall</p>

	<p>and 2WD championships.</p> <p>A motion was made to support the proposed rule change and send for 2-week review. The motion was seconded and adopted.</p> <p>John will send to Debbie for translation and issue for 2-week review</p>
6E	<p>Some organizers asked for us to re-consider the recce penalty rules. The ARC recommended not changing the rules.</p> <p>There was some discussion about the third offence above 20km/hr.</p> <p>ARC will take another look at this as the rule possibly does need some adjustment.</p>
7E	<p>John presented the Rulebook protocol that Terry wrote. This document outlines how rule books should be written and will go into the office for use by anyone writing rules.</p>
8E	<p>Ross had proposed to the ARC that we review the transit time rules that we had changed in 2018. Originally the rules said that transit times should be calculated by using the posted speed limit less 20% plus 3 minutes or a minimum of 5 minutes.</p> <p>Because of some complaints that transits were too tight the rule was changed to its current rule of posted speed less 20% plus 5 min or a minimum of 7 minutes.</p> <p>Since then it has come to light that some organizers had not been following the original rules and had tighter transit times. It has been determined that the increased transit times are not required. ARC proposes going back to 20% of posted or statutory speed limit plus 3 min and a minimum of 5 min.</p> <p>There was some discussion about leaving the minimum at 7 minutes to allow time for crews hopping from one long stage to another with a short transit to be able to get out of the car. We agreed to leave the minimum at 5 min but Ross will recommend that organizers use some judgment and if necessary lengthen specific transits</p> <p>A motion was made to revert to 20% below posted speeds plus 3 minutes, or a total of 5 minutes whichever is greater. The motion was seconded and adopted</p> <p>John will get issue the rule change.</p>
1F	<p>John reported no progress on the E-Logbook</p>
1G	<p>Martin, Simon, Bruno, Graham and John Munroe are going to meet and discuss the Alberta Transportation rally car exemption process.</p> <p>Martin would like to wait until Quebec appears to be on board before going back to BC with a request for further changes.</p>
4G	<p>Simon talked to Antoine about the memorial fund. He will get back to Simon.</p>
1J	<p>The next meeting is set for Thursday March 14<sup>th</sup> at 7:00pm ET</p>
2J	<p>The meeting was adjourned at 10:00 pm ET</p>