

# CARS Board/Organizer Meeting Minutes

Jan 8<sup>th</sup> 2021

Item	Discussion
1D	<p>Meeting was called to order by John Hall on Jan 8<sup>th</sup> at 7:00pm ET</p> <p>John Hall (President)</p> <p>Debbie Dyer (CARS Office Manager)</p> <p>Martin Burnley (RPM Director)</p> <p>Chris Kremer (RW Director &amp; Secretary/Treasurer)</p> <p>Warren Haywood (RSO Director)</p> <p>François East (RSQ Director &amp; Vice President)</p> <p>Clarke Paynter (ARMS Director)</p> <p>Wim van der Poel (Competitor Representative)</p> <p>Graham Bruce (Technical Director)</p> <p>Ross Wood (Organizer Rep)</p> <p>Terry Epp (National Series Manager)</p> <p>Max Meconse</p> <p>David Cotie</p> <p>Keith Morison</p> <p>Danny Hudon</p> <p>Jean-Francois Guité</p> <p>Mark Dimmock</p> <p>David Brassard</p> <p>Louis Montpellier</p> <p>Paul Westwick</p> <p>Patrick Rainville</p> <p>Eric Growchowski</p>
2D	<p>Ross reported that the organizer group would like to understand more of how CARS makes decisions. As it is sometimes felt that decisions are seen as working against a particular group. The item had been added to the agenda ahead of time</p> <p>John shared the CARS Vision, Mission and Objectives and spent time explaining that these form the underlying principles upon which decisions are made.</p> <p>The issue of decisions being a fine balancing act was discussed, while looking out for the interests of all parties and ensuring that good decisions are made, that protect the various stakeholders from unnecessary risk can be very difficult. Often, we have conflicting requirements, expectations or requests, that need to be weighed and consequences balanced.</p> <p>John was clear that the CARS board truly do try to make decisions for the overall good of the sport and occasionally this means that some don't get exactly what they want.</p> <p>Generally, the group seemed to understand and recognize the difficulty of trying to satisfy everyone's wishes.</p>

3D	<p>John shared the 2021 responsibilities agreement with the group. No material changes for 2021. Only changes were the year and changed references from old ASN to new ASN.</p>
4D	<p>John reviewed the steps taken over the past 8 months between GDS (the new Canadian ASN) and CARS, as GDS has developed its position and understanding of its role and CARS has discussed with GDS what would be required for affiliation with GDS.</p> <p>This has entailed numerous conversations and has culminated in an agreement that lays out what affiliation would look like in terms of who is responsible for what.</p> <p>Overall, the agreement maintains for CARS the autonomy enjoyed over the past 30 years. It also improves CARS position within the ASN as it provides for a seat at the table and responsibility for rallysport within the country.</p> <p>Development of the ASN is still work in progress. Items such as the insurance package and budgets are still evolving. However, the CARS board support moving forward with affiliation, but before doing so are looking for membership input and support.</p> <p>From the group there was a high level of comfort with moving forward and affiliating although use of the 2-week review process would allow a little more time to gather feedback.</p>
5D	<p>Since CARS was required to take out insurance for the 2020 season there have been questions about the cost and if CARS was making money in the process. Also, the approach of converting the event cost into a per car levy for performance rally events was not fully understood.</p> <p>John took time to share information and explain how the process works.</p> <p>It was explained that each event insurance has a premium, however for performance rally events which include National and Regional rallies and Rally Sprints the premium is converted into a per car levy. This process has been in place for many years and has been agreed upon as an excellent way to help regional rallies and lesser attended rallies grow with support of the larger more successful events. The idea being that we need to grow across the board otherwise less well attended events can end up disappearing. A per car levy also makes the cost that the competitor pays the same for each type of event. It also helps with event budgeting.</p> <p>For Club insurances, Rallycross, Schools and test days the event premium is passed along directly to the event/club.</p> <p>CARS manage the flow of insurance premiums through an internally Restricted Account that is designed to simply be flow through on a cash neutral basis. The account tries to operate with a small float of up to \$5000.</p> <p>John shared a chart that showed the year-end balance on the insurance account and over the past 8 years the cumulative balance has actually been negative. So rather than CARS making money on the transactions they have actually lost approx. \$6000.</p> <p>John reminded the group that our current insurance contract expires on March 31st and that on April 1<sup>st</sup> we will need to renew directly with an insurance broker or by using the insurance that GDS are currently negotiating.</p> <p>We will not know the 2021 insurance rates until mid-march when the brokers get 2021 rates from the insurers.</p>
6D	<p>The 2021 budget plan was shared with the group, it was pointed out that 2020 saw a significant loss which is expected to worsen in 2021. These losses cause CARS to dip into the reserve fund to cover the losses.</p> <p>Holding the AGM meetings virtually is saving a lot of money and will balance off the loss of license income that we saw in 2020 and will see in 2021 by virtue of providing license credit for unused licenses. By repeating the virtual AGM next year in January 2022, we should be able to recoup some of the COVID crisis losses and start to recover our reserve fund.</p>

7D	John reported that Subaru Canada will not be able to confirm the 2021 sponsorship situation until they get their 2021 plans approved by the company. This means that we will likely not know if we will have media coverage until late March 2021.
8D	John shared a high-level summary of the CARS 2021 goals that include; Completing the affiliation process with GDS Securing insurance for 2021 through GDS Working on the Rally Car registration process in Quebec and Ontario
9D	The group discussed how to try to continue events while meeting COVID restriction requirements. It could mean smaller events, restricting some events to the direct region, making sure that events don't attract spectators.  The CARS board will continue the discussion about how to evolve the way rally is conducted so as to limit person to person contact.
2J	A motion was made to adjourn the meeting at 9:20pm ET.