

CARS Board Meeting Minutes

Oct 25th 2017

Item	Discussion
1A	<p>Meeting was called to order by John Hall at 7:03 pm EST</p> <p>Attendance included:</p> <p>John Hall (President)</p> <p>Chris Kremer (Sec/Treasurer & Rally West Director)</p> <p>Martin Burnley (RPM Director)</p> <p>Darryl Malone (RSO Director)</p> <p>Clarke Paynter (Atlantic Director)</p> <p>Terry Epp (Series Manager)</p> <p>Graham Bruce (Tech Director)</p> <p>Ross Wood (Organizer Rep)</p> <p>We have a quorum with 4/5 directors.</p> <p>Absent</p> <p>Jeremy Norris (Competitor Rep)</p> <p>Maxime Méconse-Laroque (Vice President & RSQ Director)</p>
2A	<p>There was a motion to adopt the Sept 20th board meeting minutes as presented. The motion was seconded and motion was carried.</p> <p>Minutes of the Sept 20th board meeting are approved as presented.</p>
1B	<p>Chris provided an initial draft of the 2018 budget. The budget was presented in a couple of different ways showing some options to achieve a balanced budget.</p> <p>Option A includes reducing the membership rebate to \$0 while keeping the membership fee the same as 2017. It also involves reducing the Sponsorship fund transfer to \$0 while keeping the event permit fees the same as 2017.</p> <p>Option B includes leaving the rebate in place but increasing the membership fee by \$50. It also includes leaving the fund transfer in place while increasing the permit fees to \$1500.</p> <p>Both of these options allow CARS to achieve a balanced budget. Some variation on these themes could be employed.</p> <p>Option A actually makes the most sense as it also reduces the unnecessary taking and giving of the same money, so reduces the administrative burden at the same time and has the same net effect on the events and clubs.</p> <p>Another possible cost control measures include reducing the rulebook by approx. 20 pages, this can be done by eliminating the past winners from section 25. This will save on printing and postage, probably in the order of \$600.</p> <p>There are some risks to the association achieving a balanced budget for 2018. The first being that an event owes for the 2017 event costs. Terry will work with the event to develop a payment plan. Secondly we are not assured of DirtFish renewing their sponsorship in 2018, which could mean a bigger negative sponsorship net than currently projected. Both of these items would be a serious hit and would require rising costs elsewhere to offset.</p> <p>The budget has also been re-formatted to separate out the Insurance account; it is now on a</p>

	<p>separate tab.</p> <p>The commercial budget is currently very close to balanced with a very minor sponsorship net. It would be ideal to have a bigger positive sponsorship net, as any excess funds transfer over to the operating account and help with the overall health of CARS and the services we provide. Unfortunately we are hard pressed to raise just enough funds to cover the cost of the media, which is a requirement of the sponsors in the first place. Although this seems like a lot of work for nothing (everything we get goes into servicing the sponsors) the value of the media is certainly seen by the clubs, events and competitors through their ability to sell sponsorship for themselves. We have not placed a value on this but it is quite significant and warrants the ongoing efforts of CARS to maintain enough sponsorship income to cover the cost of the media.</p> <p>The draft 2018 budget will continue to be tweaked and brought back to the November board meeting for further review.</p>
2B	<p>Terry provided update on CRC activity.</p> <p>BDC and Defi steward's reports have been issued.</p> <p>Terry will be working with Defi on some improvement suggestions; he will provide them with some example documents to help them get to the standard of preparation we require of national events.</p> <p>PFR went well in spite of numerous challenges, which included major spring runoff damage to some key roads and extreme fire hazard all summer. The event started out on the short side 150Km and before the start lost some of the Friday evening stages because of the snow and inability of marshals and medical to gain safe access to the stage.</p> <p>There were two crashes at PFR on stage 2 caused by the very icy conditions. Rallysafe worked very well, alerting Rally control immediately and allowing for medical to be on the scene of the first crash in less than 3 minutes. At the second crash the following competitor stopped at the scene when he got the Rallysafe alert and sent an SOS via her Rallysafe unit, this caused immediate downgrade of the stage, which included all competitors waiting to go on stage plus the competitors already on stage. Once again Rallysafe has proved itself a superior safety and rally management device.</p> <p>The new Spius stage was excellent and very well received by all competitors.</p> <p>There were many excellent people helping the event during the rally, which really helped it run smoothly. But the depth of the organizing group does pose some serious problems during the months of preparation required for a successful national event weekend.</p> <p>There were some communication problems with one rancher. He was not aware that the road was being used for the rally, although he had been sent an email the communication loop was not closed and therefore the misunderstanding.</p> <p>Terry will work directly with the organizer to identify the areas needing improvement. It has been suggested that the organizing team needs a couple of extra people to take on some of the preparation activity.</p> <p>Tall Pines insurance has been ordered. Ross will make sure that Terry receives the route information ASAP</p> <p>Terry is working on 2018 advertising in the rulebook. This income largely offsets the cost of the rulebook production although not totally. The group had discussion on eliminating the rulebook and replacing with an electronic version online. This would save some money and be consistent with what most sanctioning bodies are starting to do. We will look at this approach for the 2019 season.</p> <p>A motion was made to remove all of the past winners from section 25 as this is a way of reducing production and postage costs. The motion was seconded and adopted.</p> <p>Terry requested board support to take the rulebook printing to the same printer as the last 10 years. Pricing is the same as last year. A motion was made to support using the same printer.</p>

	The motion was seconded and approved.
3B	<p>Martin reported that PFR submitted a Traffic Management Plan, which was approved by CVSE. This allowed some cars to obtain the TOP</p> <p>Martin and Graham are investigating the possible use of IVT from Vancouver to help with an independent study of Rally Car safety to determine if this is feasible and likely to help with a longer term solution for rally car acceptance by CVSE</p>
1C	John reported that Sebastian from Subaru was at PFR.
3C	John will be contacting DirtFish to try and get them to continue their support into 2018.
1D	Graham reported continued lack of support for a regional scrutineers network. He intends to drop the idea in favor of trying to network with the Regional Tech Directors.
2D	<p>The TRC continues to meet and are focusing most of their time on the O4WD and P4WD rules... the details of their activity is detailed below in item 1F</p> <p>Graham is proposing that we start to have a technical Director Representative present at most if not all national events to monitor and look at specific technical rule compliance. The board had a discussion on this and felt that it was a necessary step in tightening up compliance with the technical rules. It will also be important as we roll out revised O4WD and P4WD rules that the Technical Director is able to manage understanding and implementation.</p> <p>Darryl will be at Tall Pines and offered to work with the person.</p> <p>It was mentioned that a focused effort will probably serve us better than a shotgun approach. So prior to each event there needs to be some discussion as to the objectives and approach to be used. For example, at this event we will check restrictors, or weights, or Production car suspension geometry.</p>
3D	Graham reported that he has reviewed the Fire extinguisher technical rules and is drafting some rule changes to address the specification of built in systems, the requirements for fire extinguisher hold down straps and the number of portable units carried. Proposed rules will be drafted and sent out for 2-week review.
4D	Graham will be drafting some rules to clarify the requirements for circuit breakers in rally cars. This will also be put into rule format and sent for 2-week review.
1E	Concussion Test – Chris provided the final version of the test. The Board supports the test and will ask Debbie to get translated. It should then be sent out in an announcement notifying competitors of the test and asking organizers to include it in the back of the route book.
2E	<p>The Admin Rules Committee met and reviewed the current safety signs and their use (Okay, Red Cross and Triangles) They determined that words in 17.9.4 require some changes to make sure that it is clear that a following crew that does not see an okay sign displayed, must stop. The ARC proposed this rule change and that no extra signs are required.</p> <p>Board members supported that position. The Admin Rules Committee will draft the rule changes and ready for 2-week review.</p>
3E	<p>ARC also reviewed the fire extinguisher rules from a process and administrative point of view. ARC recommended that we do not change the fire extinguisher rules as they relate to the use of fire extinguishers. The TRC will be addressing the technical requirements of fire extinguishers.</p> <p>Board members supported this position.</p>
4E	Radio boards displayed on stage. ARC reviewed the existing rules 16.9.6. They are adequate and Ross will be reminding all organizers of this requirement to display radio boards on stage.
5E	The TRC had presented a proposed new self-declaration form, the ARC had reviewed the

	proposed form and supported it. The form has been translated and posted to the website.
1F	<p>Graham</p> <p>Graham presented a draft outline of the O4WD rules, they include;</p> <p>Re-wording the 12.5.1 Definition</p> <p>12.5.1.1 FIA vehicles such as R5, S2000, World cars, allow them to score points in the CRC providing they meet certain technical requirements. Pop off valve, weight limits, restrictor sizes for example.</p> <p>12.5.2.1 Displacement to 4.0L for NA engines with restriction in the air intake.</p> <p>12.5.3.2 Boost limits for 2019 through use of tamperproof pop off valves</p> <p>12.5.7 weight limits</p> <p>The board supports the proposal and agrees that it should be drafted into the rule change bulletin format, ready for rally community review.</p> <p>John will help Graham with the drafting of the actual rule change bulletin and ready for the initial 2-week review by the rally community</p>
2F	Graham reported that the P4WD rules review is in the early stages with nothing to report.
1G	John reported that the Pacific Forest Rally had 33 entries
2G	<p>Martin presented a link to the FIA announcement that they have chosen Rallysafe as their vehicle tracking system. The WRC have signed a 5-year agreement with SAS.</p> <p>With this sort of endorsement and the results of its use at PFR we are once again seeing that Rallysafe is the superior system.</p> <p>Martin would like the topic of Rallysafe within the CRC on the agenda for the November board meeting.</p>
1H	<p>Darryl requested permission for Tall Pines to use descriptive notes prepared by Warren Haywood and Kelly Mathews.</p> <p>A motion was made to allow Tall Pines to use the descriptive notes prepared by Warren and Kelly. The motion was seconded. The motion was adopted.</p>
2H	John asked the board to consider nominations for the Ken Vaughn trophy.
1J	The next full board meeting will be on Wednesday November 15th at 7:00PM ET
2J	A motion was made to adjourn the meeting at 10:03 pm ET. All in favor and meeting adjourned