

CARS Board Meeting Minutes

October 10th 2019

Item	Discussion
1A	<p>The meeting was called to order at 7:00 ET</p> <p>Attendance included:</p> <p>John Hall (President)</p> <p>Chris Kremer (Sec/Treasurer & Rally West Director)</p> <p>Simon Vincent (RSQ Director).</p> <p>Darryl Malone (RSO Director)</p> <p>Clarke Paynter (Atlantic Director)</p> <p>Martin Burnley (RPM Director)</p> <p>Ross Wood (Organizer Rep)</p> <p>Terry Epp (Series Manager)</p> <p>Graham Bruce (Tech Director)</p> <p>Wim van der Poel (Competitor Rep)</p> <p>Absent:</p> <p>We have a Quorum with 5/5 directors present</p>
2A	<p>A motion was made to adopt the Sept 11th meeting minutes as presented. The motion passed and the minutes are approved.</p>
1B	<p>Chris reported that he has started draft of 2020 budget and so far looking as though we should be able to hold the line.</p>
2B	<p>Terry provided CRC updates:</p> <ol style="list-style-type: none">1. PFR went off quite well.<ol style="list-style-type: none">a. Event had a large entry of 37 carsb. Event ran quite well, but snow overnight on Friday and again at higher elevations on Saturday did play havoc with the schedule. Friday completed but was 30 mins late. Then Saturday ended up losing the last stage of the day (2nd running of Spius) because of snow and difficulty moving marshals around. The event finished about 2 ½ hrs latec. 26 cars finished, a few minor offs during the event. 1 more serious off before the event while competitor was bedding in his new brakes.d. Safety Plan was in place and goode. All permissions where in hand.2. Charlevoix Prep<ol style="list-style-type: none">a. Terry is struggling with a lack of communication between the event and himself. He has sent a number of emails but responses have been very slow.b. One steward stepped in and changed the names of a number of controls. Terry has fixed this.

	<ul style="list-style-type: none"> c. Keith and Terry have been talking and will make sure that the RallySafe tracking and timing is set up for the event. Keith produced a couple of how-to videos in both En and Fr so that competitors can review how the system works. d. Donald LeBlanc had to back out as a steward. e. Alain Bergeron is the Clerk of the Course f. Terry will continue to follow up with Samuel on the 11th to try and bring a number of outstanding items to closure. g. Safety Plan is in hand and is fairly good h. Schedule is looking okay i. Terry sent email telling them to get insurance application in. Now done j. The group had some discussion about the role of the Region Director in these dual National/Regional events. General understanding is that Region Director while doing the job with respect to the regional event, checking safety plan, asking questions about permissions, looking over the schedule. Etc. They should be aware of the role that the NSM is playing and help if there are local communication problems. <p>3. Tall Pines</p> <ul style="list-style-type: none"> a. supp regs received and are now up on the website. b. The event includes a new spectator stage <p>4. Big White</p> <ul style="list-style-type: none"> a. Supps have been reviewed should be posted later this week. <p>5. Reviewed the 2020 season calendar.</p> <ul style="list-style-type: none"> a. Needs a phone number for PN b. Will post to the rally community next week, after Charlevoix is over.
6B	<p>John reviewed AGM planning.</p> <ul style="list-style-type: none"> 1. Hotel is booked in Ottawa, details will follow 2. Chris and Simon are up for election. Must get nominations in to Debbie. Announcement has been sent out. 3. Announcement has been sent out for President nominations 4. Simon to ask Alain Bergeron to contact Debbie with any details he would like for the ECRC awards. 5. Send YE reports to Debbie. Deadline Nov 30th
2C	<p>John reported that Motul will not be joining the CRC for 2020.</p>
3C	<p>John reported that he has submitted a proposal to DirtFish for the 2020 season. Trevor has indicated that he will get back to us. We're hopeful</p>
4C	<p>John has had conversations with Amsoil. Sent overview of opportunities with the CRC but no response. Sent reminder on Oct 2nd and waiting.</p>
5C	<p>John met with Troy from Cooper Tire while at PFR. Great conversation, it is clear that Cooper wants to sell rally tires into the rally community and has set up Shawn Bishop as a distributor. They would like to expand their presence and availability of tires in Canada.</p> <p>May be interested in some sort of contingency program for competitors, maybe some minimal advertising. We will stay in touch.</p>

6C	<p>John had good discussions with Tim from Hoosier Tire. Hoosier would like to sell more rally tires into Canada and are looking to set up distribution in Canada.</p> <p>Maybe interested in some sort of contingency program for competitors. Would like some teams to run Hoosier Tires and advertise on their cars.</p> <p>Discussed them selling a good stud less snow tire, something that can replace the AO34 type tire that Yokohama produced.</p>
1D	<p>Graham presented a proposed rule change bulletin that addressed FIA cars and tries to clean up our position in 12.4 and 12.5</p> <p>Part 1</p> <p>The first discussion was the proposal to remove reference to Transport Canada in 12.4.8. Questions revolved around making sure that by doing this we didn't inadvertently allow something we don't want to occur.</p> <p>It seems that the second sentence in 12.4.8 adequately addresses what we want and don't want in terms of vehicle type.</p> <p>A motion was made to support the proposed rule change as written and send for 2-week review. The motion was seconded and adopted.</p> <p>Part 2</p> <p>The second part of this agenda item was with respect to the proposed changes to 12.5.1.1</p> <p>12.5.1.1 (a)</p> <p>The proposal provides for homologated R5, R4, S2000 and AP4 cars to run in the CRC and score points in their homologated spec. This is intended to encourage competitors to bring these cars and enter CRC events, it aligns with the ARA rules, increasing the chances of more cross-border participation and increases the options available to competitors as they replace or upgrade their current rally cars. An example might be having a NACAM car (has to run under FIA homologated spec) entered at BDC also enter the CRC and be able to score. These vehicles are generally recognized as national class competition vehicles around the world.</p> <p>Under the current rules by requiring an FIA car to ballast, they can't enter the CRC and score points if they are also entered in an FIA sanctioned event. In the case of an FIA car entering only the CRC, by having to ballast to O4WD weight, they might as well enter as O4WD and up the restrictor size to 34mm at the same time, however this really defeats the purpose of having a well-engineered FIA car and creates some confusion within the current rules.</p> <p>12.5.1.1 (b)</p> <p>The proposal also provides for WRC cars to be able to run in the CRC and score points as long as they meet the current O4WD weight and restrictor size rules. Most WRC homologated specs (with a few exceptions) have bigger restrictors and lower weights giving them a significant advantage. It is recognized that these are not national class cars in their homologated state.</p> <p>12.5.1.1 (c)</p> <p>The proposal maintains that any FIA competition vehicle that does not meet the O4WD rules can still enter our national events but they can't score championship points. This allows for those special cars that might make for a good exhibition.</p> <p>Discussion</p> <p>The board had a good discussion about the pros and cons of allowing the R5, R4, S2000 and AP4 FIA cars to run under their homologated spec.</p>

	<p>It was discussed that to help the lower budget teams be competitive in a low cost, less competitive car, we do not allow higher priced FIA homologated cars in their homologated spec. The suggestion to reduce the FIA car capability would be to add ballast to increase weight to the 2900 limit and not change the current rule.</p> <p>It was discussed that raising the minimum weight for such cars (R5, Ap4, s2000) in order to minimize their technological advantage over regular Canadian O4WD cars in order to reduce the gap between them and insure closer competition.</p> <p>It was discussed that we need to have a longer-term view of encouraging growth and competition. It was recognized that currently no-one is building an O4WD car that pushes the limits of the rules. One of the issues is that the Subaru and Mitsubishi cars that our championship has been built on for many years are either no longer available or the model changes have made them less desirable as rally cars. Existing older model O4WD cars are getting old and competitors are starting to think about what's next. Internationally, cars are being built specifically to run as national level rally cars by Ford, Skoda and Citroen for example. The proposed changes open up the options and since they are already a few years old, many second hand FIA cars are coming on the market at very reasonable prices.</p> <p>It was discussed that a greater variety of cars, newer flashier cars in the mix as well as entry level cars and everything in between is what makes the event exciting, draws the attention of the fans and helps our events remain viable.</p> <p>It was discussed that an option to alleviate a perceived performance advantage, would be to reduce the O4WD weight to something less than 2900#, narrowing the weight gap between FIA and O4WD specs. Aside from the cost factor, it was discussed that with many of the bigger Subaru and Mitsubishi type cars it is very difficult already to get the car down to the 2900# level and that very few approaches or achieve that limit.</p> <p>Motion</p> <p>A motion was made to support the proposed rule change as written and send for 2-week review to obtain input from the rally community. The motion was seconded. The motion was adopted.</p> <p>The proposed rule change will be sent out for 2-week review as written.</p>
1D	<p>Graham reviewed the situation with the pop-off valve.</p> <p>At Defi some issues. Graham is investigating, still would like some more ECU data from competitors who experienced the problems. Will be talking to Angle Consulting.</p> <p>In the meantime, an announcement went out temporarily suspending the need for a pop-off valve while maintaining the requirement to not exceed 1.5 bar of boost.</p> <p>Graham has issued a technical note that describes the proper installation of the pop-off valve.</p>
2E	<p>John presented on behalf of the Admin Rules Committee proposed rule changes that add the requirement for vehicle tracking and electronic timing.</p> <p>There was some discussion about the lack of specificity relative to having a visible clock or lights. With advances in technology it could be that a clock or lights are not used in the future and that the start time is still available and visible to other competitors as is the case with RallySafe timing. In fact it is more precise and the system can tell to 1/10 sec when someone actually started.</p> <p>Terry asked that if supported they be made effective Jan 1st 2020</p> <p>A motion was made to support the proposed rule changes and send for 2-week review.</p>

3E	John presented on behalf of the Admin Rules Committee proposed false start rule changes. The change would include a graduated penalty for the 1 st , 2 nd and subsequent false starts. A motion was made to support the proposed rule changes and send for 2-week review.
1G	Martin reported that during PFR a US based car was able to get a TOP from BC. This was a first and shows that non-BC based cars can use the system successfully. Simon and Bruno have had some discussions with SAAQ and will continue.
2G	Championship scoring database changes are complete
4G	John reported that Dr Labrie will continue in QC as the CARS medical Delegate and that Dr Paul Cary will be the CARS Medical Delegate for the rest of Canada
1J	The next meeting is set for Monday Nov 4th at 7:00pm ET
2J	The meeting was adjourned at 9:18 pm ET