CACC MEETING

November 21, 2010

Race Discipline Meeting

Chaired by	Steve Paquette
Facilitator	Delta Town & Country Inn
	6005 Highway 17 (at Hwy 99), Delta
Minutes recorded by	Gayle Baird
Attendees	29 (SCCBC & VRCBC)

Meeting was called to order at 1:20 p.m.

Steve Paquette asked the membership if they wanted the minutes of the March 7th 2010 meeting read or if they just wanted to adopt them. **Keith Robinson** *moved* to adopt the minutes and the motion was *seconded* by **Curt Storms.**

Old Business

- No old business.

Licence Report *- Gayle Baird -* **Pam Stec** *(absent)*

Licences issued for 2010 are as follows:
- Vintage   -   39
- Race   -   192   (Novice numbers are included in Race)
- Officials   -   49
- Instructor -   43

For a total of   323

The numbers are up from last year. 2009 total 294, 2008 total was 252.

New Business

- **Bill O'Kell** asked about the schedule for 2010 and the increase from 5 to 6 *CACC* races and whether the 2011 schedule will also have 6. **Kevin Skinner** mentioned that Conference will probably be looking for 2 weekends this year and that will put us back to 5 *CACC* races. **Keith Robinson** confirmed that Conference has tentatively asked for the last weekend in June for a two-day single race event and then the first weekend in September for a three-day 2 race event. However there are still two meeting regarding the schedule so it will not be finalized until at least mid-January 2011.

- **Roland Stec** suggested that when scheduling, it has to be considered that there can be conflicting dates with other events in the Northwest and because we have a very small pool of workers it isn't good to schedule a whole bunch of races that we can't man or staff. In the past appealing to drivers and crews has been a futile effort.

- **Corner Workers - Steve** suggested that we should discuss this matter further while it is on the floor; the possibility of getting our crew and any extras out on corners when there is a shortage of workers.
  Ideas and suggestions were as follows:

Keith Robinson – The Ice Racing Club has been doing it for many years, and we have done it at Mission from time to time. If the corners aren't covered there will be no racing, and people have to understand that. It is an education for them to work the corners and it is the way that you should be participating in your amateur sport. As a driver I go out and work a corner for a Novice or an Open Wheel Race when required.

Lorenzo Costantino – We could schedule the Novices who are required to do corner work for the Sundays as they only race on Saturday. Maybe that could be articulated to the students during their Driver Training School.

Dave Stenner – Possibly the timing of the Novice races could be either early in the morning or late in the afternoon so then the Novices would then be able to park their cars and work half the day on a corner, in tech or timing.

Garry Bone – What is the scheduling like to allow Senior drivers to go out an work corner?

Keith Robinson – E-Crew can come and pick you up between races and have you out there or bring you back in time for your race.

Wayne McKinnon – If you only race in one Group, you have quite a bit of time between races that would allow for corner work.

Roland Stec – We all love our sport and when we talk to people about it, encourage people who are interested in the sport to come out and volunteer. It is up to each one of us a club member to take it upon ourselves to encourage people to come out.

Dave Stenner - Maybe we could put it in the schedule 'Corner Worker Shuttle' so the drivers would be aware and if they had time they might go out to work a turn.

Mike Currie – If we don't have enough people to man the corners, we won't be racing. Awareness of this is probably more effective than scheduling a shuttle.

Kevin Skinner – There is no reason why we couldn't make a P.A. announcement throughout the course of the weekend to advise that there is a shuttle heading out for drivers that would like to work a corner for a race.

- **Expenses shared with CACC – Steve** discussed the previously agreed upon expenses that we have agreed to pay jointly with CACC for advertising, up to a maximum of $5000. **Roland Stec** *motioned* that *"CACC extends the agreement for 50% of advertising for the next 12 months"*. **Norm Shaw** *seconded,* the *question* was called, **Mike Currie** asked if we had seen an audit on this, **Mike Kaerne** assured him that S.C.C.B.C. prepared a report and sent it to **Carol Wong** outlining what they had spent and how much. **Steve** mentioned that he had a copy of it for anyone to look at. The actual totals came to more than what we had agreed to pay, but we would be issuing a cheque for $5000. as agreed. The *question* was called by **Steve** and by a show of hands the vote was unanimously in favour. None opposed or abstentions.
- **Gator - Steve** mentioned that initially we were looking at a *used* Gator-type safety vehicle, but because we didn't act fast enough, we lost out. S.C.C.B.C. has purchased a new Gator for $8800. and is looking to CACC for $4400. Discussion took place

regarding the placement of prominent CACC logos on the Gator. **John Cartwright** *motioned* "CACC agrees to pay $4400. (50%) of the cost of the Gator safety vehicle". It was **seconded** by **Roland Stec**. The *question* was called, and it was mentioned by **Jim Kurtz** that maybe Race shouldn't be paying the whole amount and that it should be shared with Vintage and Solosprint. A vote was taken on the motion by a show of hands and it was passed by a majority with 2 opposed and 1 abstention. **Mike Kaerne** suggested that S.C.C.B.C. approach the Vintage and Solosprint Disciplines to see if they would put some of their money toward repair of the van that is used to transport Novices and others around the track. **Steve** mentioned that at the next CACC executive meeting he would discuss it with the other discipline directors.

- **The Transport Van** – **Steve** asked **Keith Robinson** how the van is. **Keith** reported that it is in good mechanical condition but at present doesn't have any seats. What S.C.C.B.C. is looking at now is getting estimates for repairing or replacing vehicles. The van has a handicapped lift on the back, a high roof and side boards. If it was painted and decaled it would look like a race track vehicle.

- **Start-Finish Tower** – **Dave Stenner** mentioned that the new paint job and logoing on tower look great, but he is concerned that with the colours that are there it is possible that some flags might not show up.

- **Run-off at Turn 1** – **Curt Storms** mentioned that currently our Safety Inspector, Tony Morris Sr., has the run-off at Turn 1 where we re-enter the track at Turn 1 facing the traffic, instead of going on to Turn 3 and waiting to re-enter safely. **Norm Shaw** (Track Operations) addressed this and mentioned that there has been discussion with safety, stewards and other track officials regarding this. **Mike** mentioned that it is a CACC decision, and over the winter we need to put it down in writing for S.C.C.B.C. because there is not a rule that says you may not re-enter at Turn 3. **Dave Stenner** commented that when he and **Curt** are on track walks with the novices, they are asked to explain what to do if you should run-off on Turn 1. Both he and **Curt** feel that it is more dangerous to have a stopped or slow rolling car in that area rather than permitting them to roll through to Turn 3. **Keith Robinson** said **Norm** has put in many hours making the configuration to the standard that **Tony Morris Sr.** has specified and he is now requesting a STOP sign and a direction arrow be placed in the Turn 3 area. Formula cars and Sportsracers are too low to see over the tire bundles in Turn 3 and it makes for an unsafe entry for them. **Mike** stated that he will have CACC's decision "in writing" before Driver Training in 2011. The configuration is not the question, the re-entry is.

- **Hans Type Devices for 2011** - **Mike Kaerne** stated that the recommendation for 2011 is that you go ahead and purchase your device. However, the CACC website will be having various articles, notices and rules posted from other organizations for us to read, so we will know which devices are accepted, how they work, a reminder that you need to look at your seat-belts and seats in order to have everything work together. Some seats will need to be replaced because they won't work with a Hans device. Some seat-belts won't work with certain devices, Hans devices have a 2 inch seat-belt channel, and 3 inch belts will slip off. There are several models to choose from, and seat-belt width is very important. **Steve** asked how many people are

currently using Hans devices. With a show of hands, approximately 1/3 of the drivers present use the device already.

Rule Change Proposals:

#1 - Marc Ramsay - Rule 4.6 Race Starter's Equipment (A 3) A large flip-type signaling board to display race car numbers concurrently with specific flag signals.
Change to – "4.6 Race Starter's Equipment (A 3) "*A large flip-type signaling board to display race car numbers concurrently with specific flag signals. Additionally, a large digital display may also be used to display the race car numbers concurrently with specific flags signals. A flip-type display must be on hand and is a backup in case of malfunction."*
Seconded by **Norm Shaw.**
Mike Kaerne mentioned that what the S.C.C.B.C. is looking at right now is a 10" digital display to display car numbers - black flag, a meatball or whatever.
Discussion took place. It was suggested to simply remove the word 'flip-type' and we would accomplish what we wanted, but because **Marc Ramsay** was absent, an amendment could not be made to his *motion*. The *question* was called, **Steve** asked who was in favour, and by a show of hands **none were in favour** and there was **one abstention**. The *motion was defeated.*
Dave Stenner agreed to re-word and present the *motion.*

#2 – Mike Currie/Jim Kurtz – Safety Rule – *"For IP cars, double intrusion door bars are required both sides as stated in SCCA Rules"*. **Steve** stated that we going to adopt the same safety rule. It is not up for vote as it is strictly safety. Notice will be put on the website before next year. **Mike Kaerne** commented that we are trying to keep our roll cage rules consistent nationally. **Dave Stenner** mentioned that since 2007, the practice has been that you can have a 'grandfathered car', but any newly prepared car must comply. The grace period no longer applies and all IP cars must now comply with the *double intrusion door bars are required both sides*.

#3 – Dave Stenner - Rule 4.6 Race Starter's Equipment (A 3) A large flip-type signaling board to display race car numbers concurrently with specific flag signals.
Dave Stenner *moved to* **"rewrite the motion during the meeting".** Discussion took place and it was agreed to *amend the motion as follows:*
Amend to read – "4.6 Race Starter's Equipment (A 3) *"A large signaling board with minimum 10 inch (25.4 cm) digits to display race car numbers concurrently with specific flag signals. A backup system must be available."*
The *motion* was *seconded* by **Paul Bunbury.**
The *question* was called. The *motion was passed by a unanimous show of hands.*

#4 – Norm Shaw – Rule 18.4 Classification A IP3 – vehicles with engine displacement up to 1750 cc. Also, any "Spec Miata" as defined by SCCA.
Norm Shaw *moved* that *"CACC institute a Spec Miata Class based on the SCCA Spec Miata Class but also recognize Club Spec Miata and the NSA Showroom Spec Miata for inclusion"*

Mike Currie *seconded*. Discussion took place, **Norm** explained that he just wanted the class created so that all three Miata types could run together at Mission. **Jim Kurtz** mentioned that we would then need all three sets of preparation rules for tech/scrutineers. **Steve** suggested that what **Norm** was hoping to accomplish, is that there be a SM Class so the Miatas could have a championship of their own. An SCCA Spec Miata is equalized with a restrictor and weight and that is how it is let into IP3 even though it has a larger than 1750 cc displacement.

Lorenzo Costantino suggested that if CACC is going to create a new Class for Spec Miata, we have to be clear what the rules of the Class are even if we are pointing to other sanctioning bodies. In this particular case, he stated that it sounds like it will be complicated because we will be referencing three separate sets of rules that don't belong to CACC. **Steve** agreed with what **Lorenzo** said. After much discussion, **Keith Robinson** suggested that we *table this motion* for the spring meeting for ratification. **Mike** said he was willing to work with **Norm** and anyone else who is interested creating a rule that we can include in the spring. **Steve** confirmed that we will *table this motion* to the spring meeting and asked to be included in any discussion relating.

Election of Race Director

Steve asked if there were any nominations from the floor for the position of Race Director. **Ray Stec** was nominated and **Roland Stec** confirmed he was willing to run for the position. **Steve Paquette** was nominated and accepted the nomination. **Mike** asked for further nominations, there were none. Voting took place on ballots, collected by **Barb Moewes**. **Mike** announced that the Race Director for 2011 was **Steve Paquette,** and took a *motion* to destroy the ballots.

Posters – Drawings by Ed Deak

Mike announced that he will do a draw for the 3 posters from the attendance list of the General Meeting.

Meeting Adjourned

Paul Bunbury *moved* that the meeting be adjourned and **seconded** by **Lorenzo Costantino** that the meeting be adjourned at 3:15 p.m.

Minutes recorded by Gayle Baird, November 21, 2010
Any errors or omissions, please contact Gayle Baird at gaylebaird@gmail.com