CACC 2011 Fall General Meeting
Minutes: Vintage Discipline Meeting

Purpose: Annual meeting of Vintage license holders

Date & Time: November 20, 2011, meeting convened at 1300 hrs

Location: Delta Town & Country

Attendance:

> Mark Brown (CACC Vintage Discipline Chair)
> Paul Bonner
> Ken Butler
> Randy Custer
> Stanton Guy
> Al Harvey
> Paul Haym
> Alan McColl
> Dennis Repel
> Neil Tregear

Vintage Discipline Award

Mark Brown proposed a Vintage Discipline award, and discussion ensued regarding the basis on which it would be awarded. The general consensus was that the award should reflect the spirit of vintage racing, camaraderie, and a high standard of car preparation.

Assistant Vintage Discipline Chair

Mark Brown proposed that there be an assistant to the Vintage Discipline Chair. The purpose of this role would be to mentor someone for the role of Chair, making succession easier when the time comes. Discussion ensued regarding suitable candidates, but no decision was made. Randy Custer nominated Al Harvey for the role. Mark explained that one area of focus the discipline would like to concentrate on in 2012 is car safety and pre-race preparation, and that the new assistant would be someone who could help provide advice (mentoring) around the paddock to share knowledge and experience in car preparation and thereby improve safety, reliability and overall an enjoyable experience rather than wrenching on the car all weekend.

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CACC Web Site

CACC is planning to improve its web site, and Mark Brown would like to improve the Vintage portion of it in conjunction with that. The general consensus was that the web site is potentially a tool to attract new and younger people to vintage racing, and the web site should be redesigned with that in mind. More photos, results, bogs and good in car video would be good. The website should be more interactive, as Pam Stec had suggested in the general meeting. Stanton Guy stated that the VRCBC website is built in a blogging format rather than the brochure style used by CACC and that this format allows for much more interactive and youth friendly website experience. Stan said that he does not have time to update the VRCBC website therefore could not help with CACC but would be happy to help with advice and experience

Later in the meeting, this subject was returned to and the idea of using QR (quick-response) codes was tabled by Mark for discussion. QR codes are a form of bar code that can be read by mobile devices and thereby linked to a web page. QR codes could be placed on each vintage car, enabling spectators walking around the paddock to retrieve information about the driver profile, car, or about vintage racing in general, through their mobile device. There was general agreement that this was a technology worth investigating. However for it to work each car/driver would need a page on the new website with lots of fun information photo's and even You Tube video links (almost like a fan club type web page) so that people can get involved and feel they are part of the action. The VRCBC website already has driver/car profile pages for its racers, therefore it would just be a case of providing a link or preferably migrating the information over to the CACC discipline page and jazzing it up and making it more fun for the spectators.

Mark suggested that we could even offer a free VIP ride to kids or spectators who collect all of the QR codes and visit all of the competitor's webpage.

Neil stated that he and his wife had scanned a QR code on a realtor sign and immediately had access to a virtual tour of the house which was for sale and all the online data (an electronic brochure on the go)

Driver Survey

Mark Brown reported on the results of an Survey monkey of vintage-licensed drivers that he conducted. Seventy percent of respondents expressed the desire for more track time, and more two-day events were frequently requested. There was some feedback on the REVS and points system, with general support for the status quo. There were comments that Mission is hard on brakes and drivetrains. Some discussion of the latter point ensued, during which several present expressed the opinion that a lot of drivers may be stuck in a time Warp (if they have not raced at Mission recently) and will therefore not be aware of changes to the Mission track that have made it faster and more car-friendly.

Alan mentioned that more improvements are planned as well for 2012.

It was agreed that somehow we need to spread the word about the track improvements and get people to come back and enjoy a technical but very rewarding track

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Proposed Changes to Regulations

Mark Brown outlined the changes that are proposed for the 2012 regulations. There are some "housekeeping" changes, such as the addition of definitions and some clarification to licensing. The substantive changes are outlined as follows.

Conduct on the Track

Although driver conduct is already covered in the GCRs, certain aspects are repeated in the CACC regulations. It was felt that re-stating these, locally, would increase the chance that they would be noticed (and therefore complied with) by drivers in our events.

Safety Equipment

SFI-approved frontal head restraint (FHR) devices may yet be approved by ASN Canada (and, therefore, by CACC). This is still under discussion. Mark Brown advised vintage drivers not to make a purchase decision until that is settled, but that he would update all licensed drivers as soon as we have a decision.

The pro's and con's of buying an SFI certified device were discussed regarding the five year re-inspection requirement, but the down side of this might be outweighed by wearability, adjustability and compatibility with vintage seats, cockpits etc.

Snell SA2000-approved helmets are still acceptable under CACC regulations for 2012, but not all models are considered by the FIA to be compatible with FHR devices. Drivers with SA2000-approved helmets must consult FIA Technical List No. 41, which lists the compatible helmets, and must have the tether posts fitted correctly and this will be part of the chief scrutineers inspection of safety equipment.

Tech Inspection

Annual tech is proposed to be made available to vintage competitors in 2012. If your car does not have an FIA-recognized chassis plate and FIA log book, you can get a CACC vintage chassis plate and CACC vehicle log book. Both are necessary for an annual tech inspection and the Chief Scrutineer has the right to refuse to provide an annual tech for a car.

The location of tech inspection stickers is at the discretion of the chief scrutineer, but is usually on the left side of the roll cage near the driver's window. Consistency is needed to help the pre-grid officials find the sticker for verification.

The scrutineers must approve camera locations and mounting systems. Drivers should advise the scrutineers if they change the location of a camera, so that the new location and mounting can be approved. Mark Brown also noted that stewards have the authority to seize video shot on the track if it might be useful during the investigation of an on-track incident. General discussion about cameras and video followed, during which it was generally agreed that competitors posting on-track videos should refrain from posting videos of crashes. It was also generally agreed that we should encourage a consistent method of tagging videos, to make them easier to find.

Miscellaneous Items

Mark Brown advised those present that the fee for a vintage license will rise to $35 in 2012.

Neil Tregear commented that we need to make changes to attract younger competitors. Potential racers in their 20s and 30s are more attracted to cars such as 80s Toyotas than to the cars that are eligible under our current rules. Discussion ensued regarding vehicle eligibility. Mark Brown reminded those present that currently eligibility is the responsibility of the VRCBC, and that the VRCBC is working on proposals for expanded eligibility. Dennis Repel explained that the executive of the VRCBC is uniformly in favour of expanded eligibility, but that there is not general agreement among members regarding what form that expansion should take, or even if there should be any expansion at all.

Paul Bonner emphasized that the requirement for CACC decals on cars also applied to vintage cars, and noted that there are several vintage cars that do not yet comply.

Ken Butler inquired about Friday evening tech inspection. Discussion ensued, during which the consensus was that Friday evening inspection is usually available until 7:00 pm, but that checking in advance is advisable, as scrutineers may not always be available or might close inspection if there are no cars.

Stanton Guy explained that the VRCBC is discussing a date-swapping arrangement with the solo group that could result in an extra two-day weekend of vintage racing.

Alan McColl proposed that a sign (with track map) be erected at Mission to inform drag racing fans about the road course. Many drag racing fans do not know there is a road course at the track.

Adoption of Proposed Regulations for 2012

Alan McColl moved that the proposed 2012 regulations be adopted as written. Al Harvey seconded. The motion was carried, with none opposed.

Meeting adjourned at 1425 hrs