

**March 18<sup>th</sup> 2012**

**CACC AGM – Delta Hotel**

**Vintage Discipline Meeting convened at 1300 Hrs**

**In attendance – Mark Brown, Denis Repel, Bernie Hamm, Ken Butler, Stanton Guy, Randy Custer, Al Cruikshank.**

**Licensed members eligible to vote – Mark Brown, Denis Repel, Bernie Hamm, Ken Butler**

**Meeting minutes**

**1300 – 1310 Hrs - Introductions & Informal discussion**

**1310 – 1345 Hrs – *Mark Brown presented proposed changes to Vintage discipline competition regulations as follows:***

**Competitor Safety Equipment**

Racing - General

- i) Requirements of the CACC Appendix iii Competitor Safety Equipment concerning Clothing, Helmets and mandatory Frontal Head Restraint Device (FHRD) shall be met for all racing.

The use of a Frontal Head Restraint Device complying with FIA standards 8858-2002 or 8858-2010 or SFI Specification 38.1 is mandatory as of January 1<sup>st</sup>, 2012 for all Race, Time Attack and Vintage drivers.

Helmet – Vintage

- i) A safety helmet which meets one of the following FIA approved standards:
  - BS 6658-85 TYPE A/FR with all amendments (Great Britain)
  - Snell Foundation SA2000, (USA) as well as SA2005, SA2010, SAH2010
  - SFI, Spec 31.1A and 31.2A (USA) (Note: suffix must include "A")
  - FIA standards 8860-2004 or 8858-2010

Helmets must be in good condition. Helmets that have deep scratches, gouges, or cracks will not be permitted for use in on-track sessions. It is highly recommended that helmets be kept out of direct sunlight to prevent UV radiation damage.

Full face helmets and shields must be worn by drivers of open cockpit cars and are strongly recommended for drivers of closed cars. Drivers of closed cars are cautioned: When choosing a helmet they should consider the

ability of emergency medical personnel to access the driver's mouth and nose in potentially confined spaces without removing the driver from the car.

The modification of helmets for the fitment of head and neck restraint systems is authorised. It is highly recommended that such modifications be performed only by a qualified installer.

## **Licensing of Vintage Competitors and Drivers**

A driver's competition licence is a privilege and not a right, granted to an individual by CACC. A driver's CACC competition licence may be withdrawn or suspended by CACC at any time

All drivers in Vintage Race competition (see exception for Exhibition Class below) must hold a current ASN Canada FIA, CACC, SCCA, ICSCC, or VMC vintage licence, or a racing licence granted by another recognised racing club or organisation. Drivers must also have a valid provincial or state driver's licence and a valid membership in a CACC, FIA, VMC, ICSCC, or SCCA affiliated club. These three documents must be presented at registration.

The holder of a current SCCA, ICSCC or Professional Sports Car licence applying for a CACC licence may upon satisfactory proof of ability be issued a CACC licence.

The holder of a current SCCA, ICSCC or Professional Sports Car licence may be required to compete in a race, under observation.

The holder of a current SCCA, ICSCC or Professional Sports Car licence applying for a CACC licence shall be required to submit a copy of their current medical examination report within thirty (30) days of receipt of their CACC licence; however, upon application for a CACC licence the following year, a medical examination report will be required.

Applicants and licence holders must hold a current membership in a CACC affiliated club.

“Novice” Vintage racing drivers must have completed a recognized racing program and also be successfully observed in three competition races by the appropriate CACC or Vintage Discipline official before being approved for a CACC Vintage Competition Licence. Novice drivers must present their CACC Driver Logbook to the designated CACC Novice Director prior to each of their observation races. The following applies to those seeking a CACC Novice Licence:

“Novice” Vintage drivers with Closed Wheel Vintage Racing cars will complete the CACC Race Discipline Novice Program wherever their vehicle is

appropriate. Should their vehicle be deemed by the CACC Steward or their delegate to be appropriate to run only with the Vintage grid (e.g., if the vehicle is much older and significantly slower than the other vehicles in the regular CACC Closed Wheel Novice race), then they may be permitted to run as a Novice in the regular Vintage Grid.

“Novice” Vintage drivers with Open Wheel Vintage Racing cars must complete their Novice training with the CACC Open Wheel Novice Race grids.

Any driver who has not raced for three (3) or more calendar years may be required at the discretion of the Novice Director and/or Race Director, to take an approved driver training course and/or may be required to write a drive training exam. The driver must also complete in a least one (1) novice race under observation before being permitted to enter a senior race. The Novice Director will make the decision to upgrade a licence status. When making an application for licence renewal a driver must provide proof of participation in his/her most recent race event. The Licence Director will issue a novice licence, to be upgraded to a senior licence upon the direction of the Novice Director.

Any driver who has not raced at least once during the previous two seasons will be required to race at least one (1) novice race under observation before being permitted to enter a Senior Race. When making an application for licence renewal a driver must provide proof of participation in his/her most recent race event. The Licence Director will issue a novice licence, to be upgraded to a senior licence upon the discretion of the Novice Director.

Any CACC Senior vintage licence holder who has not raced at least once during the previous race season will be required to race at least one (1) race under observation of the Novice Director.

Any CACC Senior vintage licence holder may be required, at the discretion of the Novice Director and/or Race Director, to compete in one or more Novice races under observation for the purpose of evaluating or developing their driver skills.

Drivers of Exhibition Class vehicles must hold a valid CACC Race Competition Licence, or an acceptable alternative for the performance level of the vehicle as approved by the appropriate CACC or Vintage Discipline official.

*Discussion ensued regarding licence renewal requirements, MWB explained that these regulations must be maintained the same as for a Race discipline license. All in attendance accepted this rationale.*

## **Novice Requirements**

Upon proof of satisfactory completion of a CACC approved driver training course a licence may be issued upon presentation of all required forms. A licence holder may participate in practices and races. Credit for having passed an approved driver training course will not be valid unless the driver competes in at least one (1) CACC race within one (1) year of the driver's training date.

All novice drivers must report to the Steward of the Meet or Novice Director at the beginning of the race meet and before participating in any practice, qualifying or race session, requesting observation.

A day-glow orange panel, triangular or rectangular in shape, with a required minimum size of 12 cm on any one (1) side shall be displayed on the rear of the car whenever the driver is on the race track

To be upgraded, a novice licence holder must complete three (3) race meets under the observation of the Novice Director. If a separate novice race is provided during the race meet, all novice drivers must compete in this session. A novice licence holder must also volunteer one-half day at technical inspection and one-half day as a corner worker.

The Steward or the Novice Director must sign the driver's log book to verify participation.

A driver who competes in races not sanctioned by CACC may receive full credit for these events provided they submit proof of participation to the Licensing Director. The final credit for upgrade may be granted at a non CACC sanctioned event at the discretion of the CACC Novice Licence Director.

The Novice Director, at their discretion, may refuse to upgrade a novice driver if, in their judgement, more experience is required.

The Novice Director may grant a waiver from the novice program to licence candidates with a verifiable record of participation in another form of wheel to wheel competition (e.g. Karting or oval track), subject to passing the driver training written exam and satisfactory participation in one observed (novice) race.

## **Medical Responsibility**

Drivers shall not participate in any competition unless they meet and continue to meet the medical requirements of the competition licence held.

All Race Licence applicants are required to pass a medical examination by a physician, and submit a report on the approved form so attesting as follows:

At the time of an initial (first-time) licence application if no previous medical examination has been done, or a medical examination is due.

Every five (5) years for applicants 16 to 35 years of age.

Every two (2) years for applicants 36 to 59 years of age.

Every year for applicants 60 years of age and older

Licence Applicants require a medical self-declaration in the years in which a medical examination by a physician is not required.

CACC reserves the right to request a medical examination by a physician from a licence applicant at any time.

All examinations must be completed by a licenced medical practitioner using only a CACC approved medical form. CACC reserves the right to refer any submitted medical form to a licenced medical practitioner of its choice for review.

Any licence holder who suffers injury or illness, at any time, that may impair or prejudice in any way the licence holder's ability to drive a car in speed events shall report such injury or illness immediately to CACC and submit to a medical examination and be re-certified fit for competition before again competing.

After any accident during competition it is mandatory for any involved driver to report to the event medical officer and to submit to any examination deemed necessary for purposes of determining fitness to resume competition.

Failure of a driver to submit to a medical examination will result in a penalty that may include exclusion from the competition without recourse to protest or appeal.

A decision made by an event medical officer regarding the fitness of a driver for competition is final and not subject to protest or appeal.

### **Physical Disabilities**

A driver shall not be issued a competition licence when he/she is known or suspected to be suffering from any illness or disability deemed to be incompatible with the fitness required for racing, including, but not limited to, those listed below:

Monocular vision.

Colour blindness that would impair the ability to distinguish the exact colours of flags or lights.

Diabetes requiring insulin treatment.

Epilepsy.

In principle, the use of orthopaedic devices.

Amputations, except in those cases of fingers of the hands where the gripping function of the hands is unimpaired.

Any other physical or psychological disabilities, temporary or permanent, that by their nature in the opinion of a competent knowledgeable medical practitioner would render the individual unfit for competition.

In the event of a licence applicant not being recommended for a competition licence by a medical practitioner, an individual may apply to CACC for an individual determination assessment by a CACC appointed licenced medical practitioner. Results from an assessment are final and binding on the applicant. The applicant will be responsible for any costs involved in an assessment.

Should a medical officer at a competition, upon examination of a competitor, deem a competitor unfit for competition, even temporarily, the competitor shall abide by the decision of the event medical officer. No protest or appeal is allowed in this regard.

### **Refusal of Licence**

A CACC reserves the right of refusal to issue a licence and shall state the reason for such refusal.

### **Validity of Licence**

Canadian competitors must hold a licence issued by CACC, ASN Canada FIA, or an affiliated territory of ASN Canada FIA.

A licence granted by CACC does not constitute a certificate of competency of the holder.

Licences shall be valid from the date of issue to the date of expiration shown on the licence.

### **Presentation of Licence**

Entrants and drivers must present their licences to an official when requested.

## **Application for Licence**

It is the sole responsibility of the applicant to supply all necessary documentation as detailed below. Failure to provide all required information will result in a delay in processing. No licence will be issued unless complete documentation and all fees are delivered to the CACC Licensing Director or their appointees.

The following items must be included in an application for any class of competition licence:

A completed competition licence application form. Missing information will delay issuance of any licence.

A completed CACC medication examination form. (See 3.6.B) Not required for basic, solo or official licences.

One (1) passport size, black and white, head and shoulders photograph.

Proof of current year membership in a CACC member club for the competition season for which the licence is issued.

A copy of your previous year's licence, if the licence is being renewed.

A copy of the Driver's Log Book, if the licence is being renewed. If the Driver's Log Book does not contain any signatures for the previous season, the applicant will have to supply evidence that they participated in at least one (1) race meet during the previous season. Appropriate licence fee payable to CACC.

All competitors entering for points in the CACC championship must have a permanent number assigned to them by the CACC licence director

All applications must be in the possession of the Licensing Director at least seven (7) days prior to being issued. When an applicant wishes to receive their licence but fails to deliver the completed documentation to the Licensing Director within this time limit, the application may be processed but only after a late processing fee of \$35.00 is received by the Licensing Director. (Please allow three (3) weeks to process licences.) It is the responsibility of the applicant that any application is delivered in full to the Licensing Director within the prescribed time limits.

*MWB asked if the discipline members would like to vote on the proposed changes as presented above.*

*Bernie Hamm – presented a motion to adopt the changes as presented*

*The motion was seconded by Ken Butler*

*Vote – Four in favour none against*

Denis Repel chair of the eligibility committee then presented the following changes to relevant sections of the vintage competition regulations.

## Interior

### Section 4.6.2

- F. Delete reference to not allowing gutted interiors since this conflicts with safety regulations.

## Engine

- E. Ignition systems may be changed as long as the original number of coils is retained
- F. Crank-fire ignition systems are not permitted unless they were fitted as original equipment

## Wheels and Tires

- A. Wheels are to have a period correct appearance
- B. Closed wheel cars may have rims 38 mm (1.5 inch) wider than production specifications, and have different offsets, provided the wheels and tires are fitted without alterations to the body work and suspension components.
- C. Tires must be of the appropriate speed rating for the car and speed attained on track
- D. DOT approved racing tires are permitted for production based cars (e.g. Toyo Proxes R888).
- E. Tires are to approximate the original size(s) as closely as possible.
  - i) Racing slicks are not permitted in production classes.
  - ii) Tire sizes and types permitted on Open Wheel Group cars are those described in the current Monoposto Racing and Formula 4 rules.
  - iii) Racing recaps and vintage racing tires are allowed (e.g. Goodyear vintage racing tires or Hoosier vintage racing tires)

Discussion ensued around the proposed changes but everyone was in general agreement that these changes make good sense and keep the regulations up to date and in line with safety standards.

Motion to adopt – Denis Repel

Seconded – Bernie Hamm

Voted - 4 in favour – none against

Motion carried

Meeting adjourned 1400 hrs

Submitted respectfully

Mark Brown