



# CACC MEETING

March 3, 2013

## RACE DISCIPLINE MEETING MINUTES

**Location:** Delta Town & Country Inn  
**Chaired by:** Ray Stec, Discipline Director  
**Minute Taker:** Gayle Baird  
**Time:** 12:45 p.m

Call to Order: 12:45 p.m.

Attendance: 9 Licence Holders present. A quorum was recognized.

### Minutes of November 4, 2012 Meeting:

Ray reviewed the minutes of the November meeting

- IPE is an official championship class
- There were trophy presentations
- Discussion on the budget for Race for 2013
- Tow funds were discussed and tabled to the Spring Meeting
- Motion carried to transfer the Race Permit Fees from 2012 to the Track Officials Discipline (in the amount of \$2125.)
- Motion carried to allocate up to \$1000. towards the repair/replacement of the SCCBC scales
- There were rule change proposals: ***Proposal #1.*** Drop all IP Classes and adopt the SCCA IT rules. After discussion, no proposal was put forward so that was **dropped**. ***Proposal #2.*** Drop the IPA Class, no entries in 2012. It was moved, seconded and **carried**. ***Proposal #3.*** Drop IP4 Class - no entries in 2012. It was moved, seconded and **carried**. ***Proposal #4.*** Introduce Pro3 (ICSCC prep rules) as a championship class. It was moved, seconded and **carried** to introduce Pro3 (ICSCC prep rules) as a Provisional Class for 2013. ***Proposal #5.*** Amend rule number 14.1E - requirements for championship awards - to average of 2.4 entries per event. It was moved, seconded and **carried** to amend rule 14.1E to: "Championship classes require a minimum average of 2.4 entries per event to be eligible for year end trophies/awards". ***Proposal #6.*** Returning driver requirements. There was a whole page full of changes. It was moved, seconded and **carried** to adopt the changes to returning driver and Novice driver sections as presented.
- There was a motion put forward by **Richard Granholm**, seconded by **Al Ores** to add to **Definitions** - "Race Committee" - Elected Race Director & his/her appointed Assistant, Appointed Novice Director and his/her selected Assistant, Appointed Licence Administrator. The motion was carried.
- Signal lights in lieu of flags at turn stations were discussed
- Race start and restart flagging discussed - deferred to the Spring meeting
- GCR arm restraints (proper use)
- GCR rule on Tow Eyes - Recommend tow straps or loops rather than fixed eyes.
- Election of the Race Director

**MOVED** by Norm Shaw and seconded by Gayle Baird to adopt the minutes of the November 4, 2012 meeting. **CARRIED**.

### **Business arising from the minutes:**

**Mike Currie** asked what the status of the SCCBC scales was. **Steve Hocaluk** said that SCCBC was just about to place an order for new scales. **Dave Stenner** offered to take a look at the old scales and if possible fix them at no charge except parts. **Dave** said he supports purchasing the new scales, but the old ones, if repaired could be used for back-up.

### **Old Business:**

- 1. Tow funds for those towing to championship events from the Island or other areas 500 km. away.**

**Ray** asked for discussion from the floor on this matter as it was tabled at the Fall meeting. He has received a letter of request from FART Racing, asking for tow funds for their special race on August 3-4. They are asking for \$75. per province or state for a driver to cover the towing cost for the out of town entrants. Last year there were 12 entrants who were grateful for this money.

**Mike Currie** suggested that he thinks the tow money should come from SCCBC or a sponsor and not CACC unless it is a CACC championship race.

**Marc Ramsay** asked if tow funds have been limited to CACC licence holders. **Ray** said for the FART race it was not. It has been used to get people here to experience a CACC race. **Marc** asked if, last year we moved the Formula Vee class into the FART race so that when the Formula Vees ran that was their standing for the weekend? Or did they also run in OW? The thought on that would be to just make the Formula Vee race the points race for the weekend. **Ray** said he doesn't know how the club will structure that weekend.

Last year we gave away \$75. x 12.

**Cory Wong** suggested that we should possibly limit the number of people we give to....say the first 15 who apply. That way we would have a cap so we would not drain the fund.

**Mike Currie** suggested that the fund should be for our regular CACC class racers as they are the ones who come here from the Island or the interior regularly.

**Steve Hocaluk** said in this particular case, with the FART race, and the other specialty race, it should almost come down to a club decision. It is the club that is going to benefit the most from those entries for the specialty races. I don't think it is fair to put it on the sanctioning body.

Licence fees only go so far, but race entry fees are a bit more to play with.

No motions. **Ray** will respond to FART.

- 2. Race rule on starting procedure 5.6 and 5.7**

**Ray** opened the floor for discussion. The GCRs have been corrected, however there is still a rule within the Race Regs that needs to be addressed (5.7 I). **Ray** read the rule:

#### **5.7 Use Of A Pace Car**

**A** A suitable pace car shall be provided by the organizers for all competitions and shall be staffed, on stand-by and ready for dispatch at a designated location at all times during all track sessions.

**B** The pace car will be equipped with;

**1** A radio for two way communication with the clerk of the course.

**2** Flashing lights, or alternatively must display a yellow flag.

**C** The driver of the pace car shall be approved by the clerk of the course and should hold a CACC pace car driver's licence. The passenger, if any, shall be a knowledgeable senior race official, likewise approved by the clerk of the course

**D** The clerk of the course may order the dispatch of a pace car if deemed necessary for safety reasons to slow down and close up the race cars.

**E** The pace car, when instructed to do so shall turn on its lights or display a yellow flag and shall enter the track immediately in front of the leading car. Should it fail to do so, cars following it shall be waved by the pace car, one at a time, until the car leading the race in first overall place is immediately behind the pace car.

**F** The race cars behind the pace car must not pass the pace car unless indicated to do so by the official in the pace car.

**G** All cars must maintain a single line behind the pace car.

**H** Prior to the restart, the pace car shall extinguish its lights and/or withdraw its yellow flag, to advise the drivers of its imminent withdrawal from the race track. It shall then pull off the race track preceding the display of the green flag at the start/finish line.

**I** There shall be no passing until the starter has displayed the green flag.

The proposed procedure is to add on to "I"; "*simultaneously to the starter's green flag being displayed, turn stations will withdraw their yellow flags and display green flags*"

**Curt** - the common rule on restart, the yellows are out, the pace car lights go out, the pace car takes off, the leader keeps pace, comes to the green flag, the yellows fall and we are racing again. Once the yellows fall we are green.

**Cory** - the reason we got into this was that the pack passed the pace car last season in one race. We need to educate the drivers. They cannot pass the pace car on a restart.

**Jim Kurtz** - no where else that I am aware of do they use the green flags on the corners on a restart. It would just be confusing. If someone goes to a conference race, they will blow a race start because they thought the green was going to come out. SCCA drivers would be confused by it also. Most of the rules that were done years ago were done to the FIA standard (international).

**Ray** - It doesn't seem there is any support to add this into the rules. DROPPED

### **3. Medical Responsibility (3.6 B)**

**B** 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.

The proposal is for the self-declarations to be done every year instead of every two years.

**Ray Stec MOVED**, seconded by **Steve Hocaluk** "that the self-declarations to be done every year". All were in favour. **CARRIED**.

**Proposed Race Budget for 2013:** With the revised licence fee structure of \$35. for Early Bird and \$45. for the regular renewals, the income is \$6650. The Permit Fees add another \$1500. This gives us \$8150., interest a nominal \$120. total revenue of \$8270.

The expenses were reviewed and total \$8529., which leaves us in the hole for (\$259.)

With no further discussion, **Gayle MOVED**, **Pam Williams** seconded, "that the Proposed Race Budget for 2013 be adopted". Motion **CARRIED**.

### New Business:

**Steve Hocaluk** - At last year's Spring AGM, the following MOTION was made:

**John Cartwright MOVED**, **Paul Bunbury** seconded, "that CACC to share 50% of SCCBC advertising costs to a maximum of \$5000. Paid invoices and appropriate proof of performance to be provided. All promotional materials to include the CACC logo."

SCCBC was asked to justify what we had spent the advertising money.

**Sarah Harvey** gave a report on SCCBC's marketing strategy:

The SCCBC Marketing strategy for 2012 was given greater weight than in previous years. With a dedicated Marketing team, SCCBC saw significant growth. That growth can be measured in the increase of SCCBC Club members, the number of "butt in seats" at our events, and the increased turnout to Driver Training, of which 30% took out race licenses in 2012.

Our marketing approach included the following items relevant to CACC;

#### **BC Auto Show - March 2012**

- SCCBC participated with a comprehensive display of vehicles and information for the public \*COST \$1500.00\*
- Information Cards were handed out, and included CACC logo and information on joining the sport, or attending our events. (New backdrop and misc printing) \*COST \$1504.10\*

#### **RACE PROGRAMS**

- Produced for each of our 2012 race events. CACC logo was prominently displayed in each program \*COST \$3824.00\*

#### **RADIO ADVERTISING - 99.3 The Fox**

- SCCBC used radio advertising for each of our race events. Ads were aired for the two days prior to the start of our events. While these ads did not include CACC information, CACC indicated that they did not require us to include their information in order to find them beneficial to the sport. The general public would have little understanding of the mention "CACC" tucked into a 30 second radio ad. \*COST \$9450.00\*

#### **RDC Apparel**

- SCCBC paid for Jackets and Hats to be made for RDC members. The apparel included the CACC logo. \*COST \$2377.20 - MINUS \$300.00 member contribution to this item = \$2077.20\*

**Message below from Cory Wong:**

Steve,

Found 2 invoices. 1321.82 and 1088.64

Also found 1 invoice for 252 for digitizing the new CACC logo. I've attached this one. If I remember, CACC was going to pay for this.

CORY

This gives a total of CACC relevant marketing items of \$18,355.30.

It is our hope that the race discipline will agree to assist SCCBC with its continued goal of growing Motorsports in BC, and reimburse SCCBC up to a maximum of \$5000.00 towards these costs. This figure represents approximately 25% of our total marketing costs.

**Steve** reiterated that this report is to justify the request for reimbursement of the \$5000. to SCCBC from CACC for 2012's advertising.

**Sarah** will e-mail a copy of this report to David Bell and Ray Stec so the payment to SCCBC for 2012 can be made.

SCCBC has not yet put forward a request for the 2013 season.

**Ray** said that it should have been done already as the Budget has already been approved for 2013.

**Mike** said it is usually proposed at the Fall meeting and ratified at the Spring meeting.

**Steve** MOVED, **Dave Stenner** seconded *"that CACC to share 50% of SCCBC advertising costs to a maximum of \$5000. Paid invoices and appropriate proof of performance to be provided. All promotional materials to include the CACC logo".* Motion **CARRIED**.

### Good & Welfare

**Jim Kurtz** mentioned that SCCA has modified their rules with regard to plastic windshields, glass etc. Using 6mm lexan, if it is substantially secured to the body, you don't need window clips.

**Mike** suggested we should do a CACC Bulletin to that effect.

**B-Spec Tires - Curt** - Nothing firm yet. We are trying to go to the new RR and have Toyo promote that tire instead of running the RA1. We will need to have both, using the RR in the dry or a shaved RA1 in the dry, but we will still carry the RA1 for the rain tire. At this point we don't have an answer from Toyo. The RA1 is the current spec.

**Mike Kaerne** mentioned that he has been asked by ASN Canada to represent them in a meeting with the Formula E guys. Formula E is an FIA recognized class like Formula One. They are electric open wheel cars. They are hoping to hold a race in Vancouver in July 2014. It will be an international event.

Meeting adjourned at 2 p.m.