



Confederation of Autosport Car Clubs Meeting Minutes



Type of meeting	Time Attack
Date and time	March 10, 2022 7:00 PM
Location	Zoom
Attendees	Frank Ewald David Bell, CACC President Mike Kaerne, CACC Pam Stec, CACC Mike Bailey, CACC Mike Elsinga Ryan Richman Greg Carouras Norman Hayton Giff Robb Campbell Carlyle Karl Rhynas Basil Santamaria Non-member Jeremy Norquay

Agenda Items and Minutes

- Meeting called to order: 7:03 PM
- 2021 Review: There were no CACC Time Attack events in 2021.
- Old Business:
See previous TA meeting minutes from 2021, all old business was previously documented.
- New Business:
 - i) CACC Time Attack requires an influx of license holders – Time Attack has gone from one of the largest groups of license holders to the smallest. How do we get our numbers up?
Discussion:
Performance Driving School might be an area to build up.
Speedy Goat events had large numbers but these were not CACC sanctioned events
CACC needs to host events
David: Clarification, CACC cannot host events, they sanction/support clubs that host events.
Karl: VMSC runs track day driver schools to add to their numbers, they don't run transponders at their events. They have an event May 8, 2022 @ Westshore Motorsports Park. Last season at that venue. It is getting torn down at the end of the season.
 - ii) Motion Frank: Drivers who participate in four or more CACC Time Attack events, not

including Knox Mountain Hill Climb, may apply for a \$50 reimbursement of transponder rental fees from CACC Time Attack at the end of the season. Application by October 31, 2022. This is for the 2022 season only.

Discussion: Question about who could apply and for what – CACC license holders and only for CACC sanctioned TA events.

Discussion:

Mike E. asked where are current transponders come from; Frank responded rented from SCCBC; we will be paying for transponder rentals so this does not affect SCCBC. Funds come from the CACC TA account. Only for the 2022 season.

Giff – clarified that this is only for CACC permitted Time Attack events

Mike E – are there events scheduled?; Frank – I'm optimistic

Mike E – should CACC Time Attack obtain our own transponders? Frank – that a future meeting discussion

David read a chat note: Jeremy asked if CACC plans on hosting TA events or will it be hosted by an affiliate club. David responded – CACC doesn't put on events, it sanctions them. Go back to your clubs to put on events. Frank – talking with the clubs who have major input with TA events, to see what we can do as to hosting events.

Karl – VMSC is doing an event on May 8 on the island; track day run group and Time Attack run groups to make the day viable. VMSC doesn't use transponders. Westshore Motorsports Park – last season for this facility.

Seconded by Giff.

7 in favour, none opposed motion passed. Motion carries

- iii) Motion: Frank : 2006 and newer convertibles will be allowed for Time Attack events (excluding Knox Mountain Hill Climb or any other future Hill Climb events) with OEM roll-over protection. This would follow SCCA safety rules, that is:

Convertible vehicles of the 2006 model year or later must have a roll bar that meets the Safety Level 2 standards for material and construction unless one of the following criteria is met.

A. The vehicle is equipped with documented factory-installed roll over protection or a commercially produced roll bar or roll cage which is described by the manufacturer to provide track-appropriate rollover protection.

B. The vehicle is six (6) cylinders, with the OE drivetrain and may only be naturally aspirated.

C. The vehicle is four (4) cylinders or less, with the OE drivetrain, including any forced-induction equipment.

Note: This means that for 2006+ vehicles, if the engine is not the original equipment model as delivered in that vehicle, aftermarket forced induction has been installed, or the vehicle has more than six (6) cylinders or six (6) cylinders and forced induction of any type, the vehicle must have aftermarket rollover protection or documented factory rollover protection.

Discussion:

Frank suggested a time limit, as in cars faster than these times would be breaking out of class and their time would be disqualified and they'd be required to have aftermarket safety equipment. Also that this motion exclude Knox Mountain Hill Climb

David - safety rules are the purvey of the board of directors, as such the discipline can make a motion and discuss, but only the board of directors can implement such a change clarified that safety issues must go to the board of directors, that is beyond the discipline.

Giff – Stoneridge writes policies that accepts this convertible safety wording.

Frank – some rules are worded very specific to wheel to wheel and may not be ideal for Time Attack, this provision is only for Time Attack.

Karl – questioned the numbers in my discussion point for VIMC. Frank arbitrarily picked that number based upon limited knowledge. Karl discussed the times at VIMC. Karl thinks this is a step in the right direction, as there are no restraints at track days so it is not reasonable that Time Attack limits them. This should be for both Time Attack and Track/Lapping days.

Norm – agree with the SCCA rules and don't want to see anything added to the SCCA rules; indicated that many very experienced drivers with convertibles were faster and safer than the time caps indicated; suggested time caps not be included.

Karl agreed that his best TA drivers would break those caps.

Norm – the SCCA rules allow a large number of cars to participate in TA, but don't include a breakout time

Giff – agree with prior statements, it is the slower/erratic drivers who are the challenge. Use the SCCA rule as it stands.

Basil – asked if modifications and classification could be used as a limiting factor rather than time

Mike – observation that if we use the SCCA rule we need to enforce rules about classifications/modifications

Jeremy – worry about a time limit of newer cars versus safety of older vehicles

Giff – policing modifications, if they don't claim their modifications then it is going to affect their medical insurance.

Norm – organizers do their best, nothing an organizer can do if a competitor intentionally covers a modification from knowledge.

Frank - this was only for TA and not for the Race or Vintage disciplines.

Frank restated the motion, striking the breakout time comments.

Karl seconded the revised motion

7 in favour, 1 abstention, none opposed. Motion carries.

- iv) Procedure Discussion: Volunteers will be approached in the 2022 season to assist in the revision of the CACC Time Attack regulations (not anticipating any changes to the SCCA classification structure, but the balance of the document needs to be updated.
Discussion: Volunteers requested; none stepped forward.
- v) Information Point: Speed Fanatics has developed a non-profit club that is apparently interested in Time Attack. We asked Speed Fanatics was for a plan on March 3 but as of yet have not received anything. Asked if a representative from the new Speed Fanatics club was present; no response.
- vi) Information Point: No other CACC affiliated club has stepped up to run TA events at Mission.
- vii) VMSC will be running TA events on the Island and all CACC license holders are invited to attend.
- viii) Discussion: Karl – we will accommodate late registration and early release to make ferries.
- ix) Motion Frank: Request that CACC approve Speedy Goat Motorsports Club as an organizing club to host CACC Time Attack Events for the 2022 Time Attack Season.
Discussion: Frank - Speedy Goat has 7 (seven) full day Time Attack events planned for the 2022 season. CACC affiliated clubs currently have no option to have, beyond Knox Mountain Hill climb, any TA events for the 2022 season, a second season with no events.
Frank: this motion means nothing without the CACC's Board of Director's approval.
Frank: Rationale for this request is based upon:
 - a. CACC GCR 2.2.iii. states: A CACC sanctioned event may be organized by: other clubs, organizers or promoters *approved by CACC.* (bolding and italics added)
 - b. CACC GCR 5.1.D states: Application for a permit to organize competitions that are part of

a CACC competition is restricted to CACC member clubs or parties who are *approved by CACC*. (bolding and italics added)

Discussion

Frank: Speedy Goat would be required to operate under CACC rules.

Karl – fabulous idea, CACC would limit the number of cars Speedy Goat would be able to host. Speedy Goat has done a fabulous job with Time Attack, but I don't want to limit his business.

Frank – CACC Time Attack has been rebuilding through the 2019 and 2020 seasons. Speedy Goat has a great potential to build the sport.

Ryan: Speedy Goat already follows SCCA rule set, including allowing convertibles as described in the SCCA rule set

Giff – 2020 Ryan ran Time Attack under VCMC hosting. It went well. VCMC is focused on Autoslalom and the site selection is taking up a lot of energy. VCMC is available to help if required.

Seconded: Mike E

6 in favour, 2 abstentions, none opposed

- x) Procedure Discussion: CACC Time Attack events will include a novice track day component. The novice segment will not be timed or receive times. They will be restricted in speed by their instructors. Instructors will be either in car or lead/follow. Upon successful completion of the day program, they will be eligible to apply for a Novice Time Attack license and compete in timed events.

Discussion:

Frank pointed out how current process of getting a license prior to their first event resulted in drivers not successfully completing the instruction component were not allowed in competition events yet actually had a license in their possession. This new procedure will remove that anomaly.

David pointed out that this would need to be pointed out in the event application

- xi) Frank – based upon Norm's question, let's add a new point, we need to streamline ability to get novice Time Attack license.
- Karl – maybe we need novice instructors, formalize the process and that will give the novice a documented experience paperwork
- Norm – can we now include the license fee in the entry fee for the event? This is an extra step that is an impediment to getting new drivers out.
- Frank – someone has to pay that license fee. Right now our \$20 fee is a good deal. An event organizer has the right to give a discount to an entry.
- Giff – price is secondary. The challenge is the process and the lag time. This is a great idea, the novice doesn't need a license. This allows them the opportunity to learn the process – I don't know why we haven't done this before.
- Mike E. - inquired about personal timing devices – not to be used during novice instruction. Does anyone check. Frank – the instructor is there to limit them and to ensure that the novice does not use timing devices. We have to do our due diligence.
- Norm – can we issue licenses on the spot? Not a senior license, but a novice license. Frank – this is something that I'd like to see. We will do our best to facilitate licenses, but it will not be the day of during the 2022 season. Norm – what is the impediment. Time, paperwork, manpower. Frank – yes to all.
- Ryan – yes, this needs to be implemented. This was a challenge when I hosted events under CACC. This is key for novice licenses. How can we help? Manpower is needed.
- David – all it takes is people! When the regulations are reviewed, this could be addressed in

the Time Attack regulations.

Frank – with CASC-OR the organizing host was allowed to grant the license on the spot, that is what we need to find how to implement in CACC TA.

Conclusion: Frank

Thank you to all who have contributed tonight. This information and our motions will be taken to the CACC executive.

David: The AGM will be held on May 19, 2020 at 10 a.m.

We are looking for a Vice President and we are also looking for a treasurer to-be, Pam would love to train someone in the way of the CACC treasurer that she can mentor.

- Adjournment: Frank adjourned the meeting at approximately 8:30 p.m.

Other Information

CACC ANNUAL GENERAL MEETING

MARCH 19, 2022 @ 10 AM

ZOOM FORMAT