



# Confederation of Autosport Car Clubs Meeting Minutes



Discipline	Race
Date and time	November 5, 2022 at 10:00 AM
Location	Zoom
Chaired by	John Gillespie, Race Discipline Director
Called to Order	10:05 AM
Attendees	Aaron Schmidt, Allan Harvey, Alan Baker, Amir Kani, Andrew Clouston, Alan McColl, Ann Peters, Bonnie Wall, Bruce Yeo, Burton Reynolds, Cherie Storms, Courtenay Rimaldi, Dave Philips, David Bell, Doug Floer, Felim Power, Gary Kwong, Gayle Baird, Greg Cavouras, Hubert Kuckelkorn, Jim Kurtz, John Gillespie, Keith Robinson, Kevin Wall, Malcolm Curtis, Mike Kaerne, Norm Shaw, Pam Stec, Ray Stec, Rob Fraser, Tracey Pearson, Werner Berger, William Kwan, Wynn Hollingshead, Keray McEwan

## Meeting Minutes

1. Review of Spring meeting minutes
  - John Gillespie motioned to approve minutes as posted; seconded by Allan Harvey.
  - **Motion passed:** Spring meeting minutes accepted as posted.
2. Unfinished Business
  - a. How to Award the Race Drivers Performance Award
    - Discussion re: revised criteria for this award, process for deciding on recipient.
    - John Gillespie proposed to draft revised wording for consideration, Greg Cavouras and Doug Floer offered to assist. Mike Kaerne to send previous wording.
    - **Action item:** John Gillespie to distribute revised wording for this award.
3. Rule Change Proposals
  - a. RCP-2022-RR-409 – Rule proposal to restrict tires allowed and refine allowable brake modifications in the Civic Racing Series (Appendix)
    - Aaron Schmidt, the proponent, spoke in favour of the proposal.
    - Discussion re: displaying applicable weight based on brake modifications and corresponding penalties.
    - Proposal amended to include weight declaration in logbook and vehicle decaling. Aaron Schmidt and CACC secretary to amend wording to reflect intention (“4 piston calipers and/or 2 piece rotors will incur a 75 lb. penalty, such modification(s) to be recorded in the vehicle log book and reflected in the weight listed on the roof of the car”).
    - **Motion passed:** Rule change, as amended, approved. 16-0.
  - b. RCP-2022-RR-411 – Rule proposal to introduce IPE-C class for cars 1600cc and below (Appendix)

- Burton Reynolds, the proponent, spoke in favour of the proposal.
  - Discussion re: typo in rule proposal, language to be clarified to delineate between IPE-B and IPE-C. Proposal amended with revised language proposed by Alan Baker (“with 2751cc and above will be designated as IPE-A; vehicles with engines from 2750cc to 1601cc will be designated as IPE-B, and vehicles with engines 1600cc and below will be designated as IPE-C”).
  - **Motion passed:** Rule change, as amended, approved. 21-0.
- c. RCP-2022 – Rule proposal to modify tire rules/tire declaration for Formula Continental (Appendix)
- Brad Law, the proponent, was not in attendance.
  - Discussion re: increased costs of Hoosier vs. American Racer tires, difficulty in enforcing tire declaration.
  - **Motion did not pass:** Rule change not approved. 7-1.
- d. RCP-2022-RR-407 – Rule proposal for potential alternate tires in Formula Ford based on supply issues (Appendix)
- Alan Baker, the proponent, spoke in favour of the proposal.
  - Discussion re: possible supply issues with American Racer tires, timing of ruling based on known availability in advance of Spring meeting.
  - Discussion re: official declaration on supply by Race Director, Race Committee, or group discussion about availability among class participants.
  - Discussion re: possible weight penalty in future seasons for faster tire.
  - Discussion re: slower tires being permitted as well if faster tires become the permitted tire.
  - Proposal amended to include fact that rain tires remain open, changing option (b) so that both American Racer and Hoosier R60 legal if American Racer not available due to supply.
  - **Motion passed:** Rule change, as amended, approved. 7-1.
- e. RCP-2022-RR-402 – Rule proposal to reinstate the “Mission only” red flag rule (Appendix)
- Ray Stec, the proponent, spoke in favour of the proposal.
  - Discussion re: speed of response times, consistency with other sanctioning bodies
  - **Motion passed:** Rule change approved. 17-9.
- f. RCP-2022-RR-403 – Rule proposal to penalize racers who cause a red flag in a race (Appendix)
- Ray Stec, the proponent, spoke in favour of the proposal.
  - Discussion re: whether penalty should be mandatory or discretionary, and how to determine “cause” of red flag.
  - Discussion of whether this rule is necessary in addition to steward’s usual authority.
  - Discussion re: intent being to penalize an offending driver.
  - Proposal amended to make rule permissive: “may” rather than “is” subject to a one-lap penalty.
  - **Motion passed:** Rule change, as amended, approved. 16-12.

#### 4. New Business

- a. Discussion of CRS rules – “B” vs “D” motor (Aaron Schmidt)
- Discussion re: competitiveness of “B” motor – intention to have two classes scored separately.
  - **Action item:** Doug Floer to arrange for registration change to allow entries into separate classifications in MotorsportReg.
- b. Suggestion to change “Race Rookie of the Year” to “Novice of the Year” (Bruce Yeo)
- Bruce Yeo moved, John Gillespie seconded.

- **Motion passed:** Name change to “Novice of the Year”.
- c. Suggestion to change “Sedan Champion” to “Production Champion” (Bruce Yeo)
- Discussion re: including GT cars, reference to “Closed Wheel”.
  - Bruce Yeo moved, John Gillespie seconded.
  - **Motion passed:** Name change to “Closed Wheel Champion”.
- d. Proposal to modify the steward’s authority in GCR (Keith Robinson)
- GCR changes within purview of CACC Board.
  - CACC Board not amenable to proposed change.
  - **No further action to be taken.**
- e. Presentation from Women In Motorsports Committee (Courtney Rimaldi)
- Accomplishments from 2022 season.
  - Current initiatives and goals for 2023 season.
  - Request for funding from Race discipline.
- f. Driving standards (Ray Stec)
- Discussion re: follow-up from CACC Race #6.
  - Discussion re: dissemination of penalties applied.
  - Mike Kaerne advised that measures being discussed to reduce number of incidents, to be revealed at Steward’s Report at CACC Fall Meeting (AGM).
  - Race Director John Gillespie encouraged all racers to reflect on driving standards and conduct in amateur racing.
  - President David Bell encouraged drivers to communicate with each other and with Steward.
- g. Funds in reserve – propose to earmark half of Race Discipline reserves for new track development (Ray Stec)
- Discussion re: timeline and logistics.
  - President David Bell advised that this would need to go to the Board level.
  - **Item tabled for discussion in 2023.**
5. 2023 Budget (2:38)
- John Gillespie summarized 2022 Budget – 2022 Budget not fully expended – anticipating \$4000 surplus
  - John Gillespie proposed 2023 Budget:
    - \$3500 Awards/Trophies
    - \$4500 Travel
    - \$2500 Recruiting
    - \$2500 Advertising/Promotion
    - \$Fee as charged – for MotorsportReg online licensing (\$3.05/\$60 license)
    - \$1000 WIM
  - Projection that 2023 Budget may draw into reserves slightly – anticipating income of \$11,000 and expenses of \$14,000 if fully expended.
  - Intention to support Officials Discipline if need arises.
  - Discussion re: travel policy as being applicable only to Race license holders travelling to Race permitted events, 200km or more one-way or by ferry for a single event – amount available increased to \$150, claim deadline of November 1.
  - **Motion passed:** Budget approved as proposed.

6. Election of the Race Discipline Director for 2023

- John Gillespie nominated Greg Cavouras.
- Call for nominations for Race Discipline Director: none received.
- **Greg Cavouras accepted the nomination and was appointed Race Discipline Director by acclamation; John Gillespie to act as Assistant Race Discipline Director.**

7. Adjournment

- Alan Baker moved to adjourn.
- **Meeting Adjourned at 2:24 PM.**



# CACC Rule Change Proposal

Submission ID: RCP-2022-RR-402

Submitted: 2022-09-28 03:03:01

## CACC Rule Change Proposal

### Proponent Information

#### NAME OF PROPONENT

Ray Stec

#### LICENSE TYPE

Competition

#### CACC LICENSE NUMBER

2022-0102

### Details of Proposed Change

#### SHORT DESCRIPTION

reinstate the "Mission only" red flag rule

#### APPLICABLE REGULATORY DOCUMENT

Race

#### DISCIPLINE

Road Race

#### TYPE OF RULE CHANGE

Addition

#### SECTION TO BE CHANGED

4.7.D.1.

#### PROPOSED REGULATION

add iii All drivers are required to come to an immediate controlled stop on the driver's right side of the race track at the next turn station. When released by an official the driver is to proceed cautiously to the pits. Overtaking is not permitted. This is in place at Mission only.

#### REASON FOR RULE CHANGE

having the field stop immediately allows for a quick response by emergency vehicles who can then take a direct route to the incident. The ambulance does not respond until either the race vehicles are in the pit lane or stopped on track. By having cars proceed to pit lane, there is the potential to have a traffic jam that impedes access by emergency



# CACCC Rule Change Proposal

Submission ID: RCP-2022-RR-402

Submitted: 2022-09-28 03:03:01

vehicles.



# CACCC Rule Change Proposal

Submission ID: RCP-2022-RR-403

Submitted: 2022-09-28 04:02:13

## CACCC Rule Change Proposal

### Proponent Information

#### NAME OF PROPONENT

Ray Stec

#### LICENSE TYPE

Competition

#### CACCC LICENSE NUMBER

2022-0102

### Details of Proposed Change

#### SHORT DESCRIPTION

rule to penalize racers who cause a red flag situation during a race.

#### APPLICABLE REGULATORY DOCUMENT

Race

#### DISCIPLINE

Road Race

#### TYPE OF RULE CHANGE

Addition

#### SECTION TO BE CHANGED

7.3

#### PROPOSED REGULATION

Add subsection "M"

The following violation is subject to a one (1) lap penalty at the end of the race:

1 Causing a red flag situation during a race.

#### REASON FOR RULE CHANGE

we have had a number of situations whereby drivers cause a race ending red flag and are still awarded a finishing position and even sometimes winning a race from the side of the track. Innocent racers who may get caught up in a race ending wreck may not be penalized. It is the at fault driver/s who would be assessed the penalty.



# CACC Rule Change Proposal

Submission ID: RCP-2022-RR-407

Submitted: 2022-09-29 18:09:13

## CACC Rule Change Proposal

### Proponent Information

#### NAME OF PROPONENT

Alan Baker

#### LICENSE TYPE

Competition

#### CACC LICENSE NUMBER

2022-0272

### Details of Proposed Change

#### SHORT DESCRIPTION

Different spec tire for Formula F

#### APPLICABLE REGULATORY DOCUMENT

Race

#### DISCIPLINE

Road Race

#### TYPE OF RULE CHANGE

Modification

#### SECTION TO BE CHANGED

21.2 C

#### CURRENT REGULATION

Where reference is made to the "Hoosier Radial" is designated as the Spec tire, that American Racer Tires be the designated spec tire and the official tire for CACC's Formula F, and rain tires are open.

#### PROPOSED REGULATION

Where reference is made to the "Hoosier Radial" is designated as the Spec tire, that one of the following options will be the designated Spec tire and the official tire for CACC's Formula F.

By February 1st of the coming race season should option "A" be no longer available from the manufacturer then option





# CACCC Rule Change Proposal

Submission ID: RCP-2022-RR-407

Submitted: 2022-09-29 18:09:13

“B” will be the Spec tire. Should options “A” and “B” not be available from their respective manufacturers then option “C” will become the Spec tire.

Option “A” - American Racer Tire compound #133.

Option “B” - Hoosier R60A Club Ford bias ply tire

Option “C” - Hoosier VVF Vintage Formula Ford tire (P/N 44165 & 44170)

## REASON FOR RULE CHANGE

For the 2022 racing season, American Racer was unable to supply their Formula F tires due to lack of manufacturing capacity, and it is not clear as of this date whether or not they will be able to supply tires for the 2023 season.



# CACC Rule Change Proposal

Submission ID: RCP-2022-RR-408

Submitted: 2022-10-01 02:32:26

## CACC Rule Change Proposal

### Proponent Information

#### NAME OF PROPONENT

Brad Law

#### LICENSE TYPE

Competition

#### CACC LICENSE NUMBER

2022-0041

### Details of Proposed Change

#### SHORT DESCRIPTION

Tire Rule - FC

#### APPLICABLE REGULATORY DOCUMENT

Race

#### DISCIPLINE

Road Race

#### TYPE OF RULE CHANGE

Modification

#### SECTION TO BE CHANGED

23.4

#### CURRENT REGULATION

American Racer shall be the spec tire for dry, 1 new set of tires maximum per weekend. Wet tires are open.

#### PROPOSED REGULATION

23.4 Tires

Permitted (dry) tires types include:

American Racer - F1000 model tires



# CACC Rule Change Proposal

Submission ID: RCP-2022-RR-408

Submitted: 2022-10-01 02:32:26

Hoosier - 60A model tires

Formula Continental competitors are limited to a single "Set" of tires (a Set meaning four tires only) for each CACC race event.

Any Set of tires to be used during a CACC racing event are required to be listed on a Tire Declaration form with each individual tires serial numbers in the Set on said form. The form must be completed prior to the start of the first qualifying session of the race event and provided upon request of Technical Inspection.

At the discretions of the race events Technical Inspection tires in the Set to be used for a race event would be marked prior to the first on track qualifying session by tech for each race Event.

The single Set may be new or Used, A Used tire is a tire that has been included in a Tire Declaration in a previous CACC race event.

The single Set listed on the drivers Tire Declaration form is to be in use for all qualifying sessions and races during the race of the event.

Test days and practice sessions are open to any tire use with no restrictions on tires.

Drivers cannot change any tire listed on the Tire Declaration form during a race event after their tire set has been declared

If damage occurs to a tire during the race event weekend, at the discretion of Technical Inspection, a Used previously declared tire may be substituted.

Rain Tires are open to manufacturer and model and do not require any declaration or markings.

## REASON FOR RULE CHANGE

To include SCCA and ICSCC Spec Tire



# CACC Rule Change Proposal

Submission ID: RCP-2022-RR-409

Submitted: 2022-10-01 18:52:33

## CACC Rule Change Proposal

### Proponent Information

#### NAME OF PROPONENT

Aaron Schmidt

#### LICENSE TYPE

Competition

#### CACC LICENSE NUMBER

2022-0062

### Details of Proposed Change

#### SHORT DESCRIPTION

Civic Racing Series - Restrict tires allowed, refine allowable brake mods

#### APPLICABLE REGULATORY DOCUMENT

Race

#### DISCIPLINE

Road Race

#### TYPE OF RULE CHANGE

Modification

#### SECTION TO BE CHANGED

Road Race Regulation Section 28.2 Subsections 7, 8 and 9

#### CURRENT REGULATION

7. Tires  
Any DOT tire in a 205/50/15 size. Hoosier dry tires are banned.
8. Brakes
- Brake bias controller is NOT PERMITTED
  - Rotor must be 1 piece
  - FRONT rotor diameter cannot exceed 282mm/11in.
  - FRONT rotor thickness cannot exceed 23mm/0.9 in.
  - REAR rotor diameter cannot exceed 262mm/10in.



# CACC Rule Change Proposal

Submission ID: RCP-2022-RR-409

Submitted: 2022-10-01 18:52:33

- REAR rotor thickness cannot exceed 9mm/0.35in.
  - REAR rotor CANNOT be vented
  - Emergency brake delete OPEN
  - Front caliper: Honda OEM or equivalent
  - Rear caliper: Honda OEM or equivalent
  - [Essentially all above is Type-R spec]
  - Brake lines OPEN
  - Brake fluid OPEN
  - Brake ducts/cooling OPEN
  - Brake booster OPEN
  - Brake pads OPEN
  - Master cylinder OPEN
  - Master cylinder brace OPEN
- \*\*4 Piston Calipers and/or 2 piece rotors will incur a 75 lb. penalty\*\*
9. Suspension
- Mix and match subframes between generations OPEN
- Mix and match knuckles between generations OPEN
- Innovative or similar traction bars for EF/DA OPEN

## PROPOSED REGULATION

7. Tires
- Only 205/50R15 Toyo Proxes RR and 205/50R15 Hoosier H20 Wet are permitted
8. Brakes
- Brake bias controller - pressure limiting type PERMITTED
  - Exchange of Calipers and Rotors is PERMITTED
- \*\*4 Piston Calipers and/or 2 piece rotors will incur a 75 lb. penalty\*\*
- FRONT rotor diameter cannot exceed 282mm/11in.
  - FRONT rotor thickness cannot exceed 23mm/0.9 in.
  - REAR rotor diameter cannot exceed 262mm/10in.
  - REAR rotor thickness cannot exceed 9mm/0.35in.
  - REAR rotor CANNOT be vented
  - Emergency brake delete OPEN
  - Front caliper: Honda OEM or equivalent
  - Rear caliper: Honda OEM or equivalent
  - [Essentially all above is Type-R spec]
  - Brake lines OPEN
  - Brake fluid OPEN
  - Brake ducts/cooling OPEN



# CACCC Rule Change Proposal

Submission ID: RCP-2022-RR-409

Submitted: 2022-10-01 18:52:33

- Brake booster OPEN
- Brake pads OPEN
- Master cylinder - change in bore size PERMITTED
- Master cylinder brace OPEN

## 9. Suspension

Mix and match subframes between generations OPEN

Mix and match knuckles between generations OPEN

Innovative or similar traction bars for EF/DA OPEN

Mix and match rear trailing arms with respective brake type between generations OPEN

## REASON FOR RULE CHANGE

The change in the tire rule is to reduce class cost and make competition closer.

The change in brake/suspension regulation wording is for more clarity on currently allowable modifications and to allow older for lower trim models to change to the same brakes as newer higher trim models. The allowance of a proportioning valve is to reduce chance of rear lockup and flat spotting of tires.



# CACC Rule Change Proposal

Submission ID: RCP-2022-RR-411

Submitted: 2022-10-02 03:50:37

## CACC Rule Change Proposal

### Proponent Information

#### NAME OF PROPONENT

Burton Reynolds

#### LICENSE TYPE

Competition

#### CACC LICENSE NUMBER

2022-0151

### Details of Proposed Change

#### SHORT DESCRIPTION

Add IPE-C Class

#### APPLICABLE REGULATORY DOCUMENT

Race

#### DISCIPLINE

Road Race

#### TYPE OF RULE CHANGE

Modification

#### SECTION TO BE CHANGED

18.4a

#### CURRENT REGULATION

PE - vehicles modified beyond IP rules, regulated by section 18.8 AND with 2751cc and above will be designated as IPE-A while vehicles 2750cc and below will be designated as IPE-B; forced induction engines must multiply their displacement by 1.4

#### PROPOSED REGULATION

PE - vehicles modified beyond IP rules, regulated by section 18.8 AND with 2751cc and above will be designated as IPE-A while vehicles 2750cc and below will be designated as IPE-C ;1600cc and below will run IPE-C. forced induction engines must multiply their displacement by 1.4



# CACCC Rule Change Proposal

Submission ID: RCP-2022-RR-411

Submitted: 2022-10-02 03:50:37

## REASON FOR RULE CHANGE

This will give a secondary class to Spec Miata and CRS cars to run and be competitive . Also the Smaller Engine displacement cars currently running IPE-B to be more competitive