

# **2013 ARMS AGM Race Workshop Minutes**

Race Workshop  
Westin, Halifax  
Nov 16, 2013

Called to order at 1:15, voting procedure was explained, each race license holder has a vote as well as car owner Gerry Elliott. Proxies were collected, each racer is allowed to carry two proxies.

The race committee had a total of 11 skype calls as well as many discussions by phone and at events. TRACguide was produced with a new advertiser, Pennzoil, asking to have a chance to place an ad. Racers were reminded to update their bio's and use the guide to market for sponsorship.

There were no questions or problems with the results for 2013, thanks to Dave Hull and BAC for producing the results and points standings.

Double points events were discussed, original intent was to encourage racers to get out for the first event of the year. With a steady improvement in entries this may not be required and may create points issues for closely contested classes. MOVED by Bruce Mc Nutt to abolish double points race events, secd Derek Lugar. MOTION PASSED.

Classes stay the same except a Spec Miata will be classed as GT4 if the driver registers as a GT entry. For Atlantic Challenge they stay as Spec Miata. Racers were reminded that they must pay an additional \$100.00 if they wish to enter a race outside of their class. MOVED by Brian Gay that GT3 must run DOT tires, no more Slicks. Secd by Dave Charters, MOTION PASSED. The race committee will be tasked with investigating the addition of a Vintage or Gentlemans GT class for 2014.

The gate was mostly handled this year by Debbie and Walt Tennant. There was some initial confusion on the early Supp Rules concerning free entry for Lapping and Time Attack licenses, this was left over from 2012 when we had organized lapping and T/A on race weekends. The SR&Rs were subsequently corrected with the only free entry being for Race license holders and workers.

The number of races will remain at 5 for 2014. We recognize the need to provide practise on the Saturday of a race weekend and, with the growing interest in Lapping and Time Attack, we may be able to run these events on the Saturday for all race weekends but the May weekend as the race school will take up most of that Saturday. Also, due to paving projects scheduled for October 2014, the Jack Canfield Memorial event may have to move to the last weekend in September.

Qualifying sessions were reviewed and, due to multiple drivers in some cars, we proposed 5 X 15 minute lapping sessions, two each for GT and SM and a fifth to cover for a third driver or hardluck situation. Also, online registration will be mandatory for 2014, we have to make the best use of our new timing system and streamline the paperwork as much as possible. This will require registering for the qualifying sessions now too. We will ask Ming if racers can register for all 5 races at the same time.

We were reminded that no newbies should start the race in pole position as more experience is required to make a safe start.

All races except the 1 hour enduro will continue to be 15 laps or 25 minutes for 2014.

There are a few transponders that have not been paid for, please make sure you have settled this debt before the end of 2013.

Mandatory safety equipment for 2014 will include head and neck restraint systems (HANS) but care must be taken to make sure all devices are FIA approved. Darrell Whitehead is selling NECKSGEN restraints and Bruce brought one to the meeting to display. They are SFI approved and similar in price to FIA approved HANS devices but we will try to find out if they also have FIA approval. This will also be the last year for SA2000 helmets, expect minimum SA 2005 for 2015. Again centre safety nets are recommended but not mandatory.

We will continue to communicate to the racers by email, all agreed this was the preferred method and they have even asked for more regular email contact.

Spec Miata confirmed their spec tire for 2014 will continue to be Toyo R888's. They have been asked to use Toyo RRs but that would require the purchase of rain tires too which would be an extra financial burden.

Race did not lose money in 2013. After most of the figures are in, and before any donations are made to AMP or MRT, we seem to have made \$ 2632.00. We confirmed that the Newbie subsidy will remain for 2014 in the form of the \$100.00 entry fee per race day, but all agreed that we should charge the \$80.00 license fee and \$50.00 MCCA (member capital cost account for AMP) that ARMS has been paying for the past few years. Therefore all new racers will pay these fees of \$80.00 and \$50.00 for 2014.

Paddock parking is a work in progress but most agreed that it was good to have un-impeded paddock access to the pitlane during a race. The issues of having to pit in the gravel may be resolved by some paddock paving prior to the start of the 2014 season.

Rough driving continues to be an issue and race steward Taylor MacArthur has started to check out FIA/ISC definitions to see where they can be incorporated into our GCR's. Brian Gay described a "contact compound" used by SCCA where any vehicles having contact must report to sort out these differences. We do not have the time to use this technique but we made it clear that we will continue to monitor and report each incident and try to assess the appropriate penalty.

Tech inspector Trevor Gray has re-offered for next year but requires help. Anyone interested please contact Trevor or the race committee.

The safety car will be used for ALL races in 2014 and Dave Charters has offered to continue to provide this service. Since he must be on call all day long with a co-driver, we will need to find a new grid

marshall. It was asked about safety car speed and we were reminded that the S/Car is controlled by the tower. The clean-up of the situation and the re-gridding of the starting order will dictate the S/car speed. The laps continue to count and the clock remains running while the safety car is deployed.

We will attempt to number the paddock to facilitate the false grid.

We reminded all that the pit lane starts at the crack in the pavement before marshal stand #11 and ends at the bridge. In order to help racers determine where they have to be at pit lane speed we will paint a line at the crack to make it more visible.

The AMP AGM should be held before the end of 2013.

Thanks went out to all the volunteers and marshals, without whose help and hard work this sport could not exist.

Race director 2 year term was up, was uncontested, Debbie Miller re-offered and was in by acclamation.

Respectfully submitted,

Debbie Miller  
ARMS Race Director