

2014 Race Workshop
Moncton NB
Nov 7, 2014

25 were in attendance along with 8 proxies and 1 via Skype. Everyone was reminded that only license holders could vote as well as car owner Gerry Elliott. A competitor could carry 3 proxies in addition to their own vote.

Race director Debbie Miller welcomed everyone to the meeting and gave a brief description of the race committee activities this past year, which comprised regular skype calls and meetings and putting out the 2014 edition of TRAC guide.

We thanked Dave Hull and BAC for the Timing and Scoring work this year with results available almost immediately after each race and real time viewing of the races.

Driver behaviour, stewarding and penalties were the big issues of the season and the race committee has already instituted changes for 2015. Dave Hull advises we have 4-5 new volunteers to come out as race stewards, we have access to a CASC-OR steward training program and all officials will take this course. We'll be updating the GCRs with proposed penalties to cover most situations. This will give the driver an idea of the type of penalty that can be assessed and will give new stewards a basis from which to make a decision.

The number of races will remain the same for next year with the JCM probably back on the Sunday of the Thanksgiving weekend. We hear the Legends may ask to have their first race of the 2015 season at AMP and we would be happy to accommodate that on our May weekend.

This was our first year arranging Regional Time Attack and Lapping on the Saturday of race 2,3,4 and 5. This worked out exceptionally well and gave time for race car practise at the end of the day. We will continue this for next year.

Practice and qualifying for the GTA and GTB series seemed to work well, we only had to work in a few of the third driver entrants.

The MyLaps system continues to impress and the transponders worked well with the exception of one of the Flex units that failed, but Dave Hull was able to get a replacement from MyLaps at no charge. We charge a fee to the Time Attack entrants to rent these units and that is helping to pay off the loan that we arranged with ARMS to purchase this setup and for licensing these units. We are on track to pay this off as planned.

Helmets will be a minimum of Snell 2005, and there has been no change from ASN since last season on the regulation of the frontal head restraint systems. Of course, always buy the newest approved helmet that you can find. No other safety equipment changes were made.

The Supp Rules and Regs will continue to be sent out electronically on the forum and as mentioned above the GCR's will be updated on the web site too. Online registration form was improved again last year, it would be great if all the details could be pre-filled so that you would not have to type in all the info again. Blu asked that the promoter package showing the details of

the Spec Miata contingency program be included in the license renewal mail outs. Andy Mitchell advised that the info on these registration forms can be viewed publicly, we will correct this.

Everyone was reminded that we need to have online registration prior to race day so we can update the MyLaps system. Payment can still be made at registration on race day. Motorsport Reg is another possible method of pre-registration but there is a charge for that too....

No one had any class changes. It would be nice to have more GT2 cars.

We are stable money-wise and should see about \$2000 in the black when the financial report is made at the AGM meeting tomorrow. Mike reminded us that we are only ahead by one or two entries every event and that we are still on the "knife edge" financially. The Newbie and Oldie subsidy will continue in the form of \$100.00 entry fee for their first season back. The Time Attack and Lapping Saturdays also paid for itself. We are not aware at this time of any increased charges but we did hear that MRT may have to look at revised rates for next year. The JCM made a donation of approximately \$2514.50 from the recent October event and AMP took in app \$2000.00 from the gate for the whole weekend. The JCM was Sunday and the motorcycle Mack & Jack ran on Saturday. Also the new motorcycle division, Society of Atlantic Roadracing League (SARL), were able to donate \$3400.00 to AMP for the 2014 season.

Debbie and Walter Tennant were thanked for manning the gate for us this year. Not only do they collect money from spectators, they also provide a valuable service getting the waivers signed, passing out the TRAC guides and providing information to first time visitors. This security alone is valuable and all were asked to respect their hard work at the gate and stop and sign the waiver without a hassle.

The dash plaques that were usually done for each race were discontinued for 2014 and the amount of money saved will be used for better quality awards for the winners at the AGM banquet.

No representatives for open wheel attended the meeting but we understand that the good news is they will be back for 2015.

An AMP report was made that described the new paving on track and the proposed paving for the paddock. This will make parking more reasonable next year and will aid the already improved paddock parking procedures that were put in place two years ago. A suggestion was made that we try to control the amount of traffic in the paddock by placing barrels just before the tech building with signage to indicate race cars only, this should keep all other vehicles out of the paddock.

Dave Charters and Ralph Rosere were thanked for running the Safety Car last year. Having the safety car has been an improvement over a red flag, full field stoppage and helps keep things moving as we are working within a 15 lap or 25 minute race window. ARRC president Nate Perron said the marshals will come up with a PITS OPEN sign to be displayed at T9 and the bridge so that drivers will know if they are able to pit while under control of the Safety Car. We reminded all that, if the Safety Car waives you by, you can run hard to catch the back of the pack. There will still be a full course yellow so no passing allowed but you need to catch up quickly.

We need a new chief tech inspector....Trevor Gray cannot continue after 2014. We thanked Trevor for his dedication and asked for any suggestions for a licensed mechanic who will step in to help us. Ken MacKay advised he will re-offer to help out next year...Thanks Ken!

We also need more volunteers for marshals and all positions on race day. We have a small dedicated crew but if someone is ill or otherwise cannot attend a race day it would be good to have backup.

No changes are pending for licenses for next year BUT a recent decision was made that mandated that a properly completed driver log card will be required before your race license will be renewed. This rule extends to all license holders so dig out the card that Pidge sends to you each spring in his famous pink envelopes and include them in your race kit to be signed by the event steward at the end of race day.

Drivers were reminded to update their bio in TRAC guide.

The AMP Members Capital Cost Account was discussed. This \$50.00 annual donation that region collects from each driver is sent to AMP and is not put into a general revenue account but is used for special projects that benefit racing at AMP. Walter Tennant administers the account. This donation takes the place of work party attendance that was required from each racer many years ago. Other clubs make similar donations but ours is the most structured and clearly defined setup.

Finally Debbie asked everyone to work a little harder next year in showing respect to fellow racers and to the many workers that help run race day. We should strive to make this a safe enjoyable event for ALL.

Meeting was adjourned 3:30pm.

Debbie Miller
ARMS Race Director