

2020 ARMS AGM Race Workshop Minutes

Proxies

- Leigh Pettipas for:
 - Aaron Pettipas
 - Paul Machan
 - Eugene Pettipas
 - Nick Roussakov

In Attendance

In Person - Joel Nelson, Andy Mitchell, Ryan Jewells, Leigh Pettipas, Brian Partridge, Jay MacPhee, James Whitman, Scott Montgomerie, Dustin Chute, Marc Veniza, Blu Vandaalen, Andy Hill, Brad Sellars, Derek Lugar, Debbie Miller, Krista Nelson.

Online – Dave Charters, Mike McCrea, Jeff Martin, Andy Mitchell, ?, ?, ?

Note: I (Daphne) meant to come back to this and record the names online on the Google Meeting and forgot. Apologies.

Late – James Partridge

2019 Meeting Minutes – Read by Daphne. Motion to accept by Brian Partridge, seconded by Marc Veniza.

2020 Director's Report – Read by Joel. Motion to accept by Derek Lugar, seconded by Scott Montgomerie.

Club Race Directors

Joel listed the club race directors/representatives:

- ASCC
- MMSC
- FMC
- NBSCC
- BAC
- AFRA

Race Committee also includes ARMS Race Director Joel Nelson, Past Race Director James Whitman, Region Chief Steward Daphne Sleight (non-voting)

Financials Report – We lost money. Joel read the details of the financial reports and the tracking of the sponsorship money. No questions from the floor or online from July or August. September lost money, there may be issues with insurance. Additional fees of \$100/day for disinfecting at the track. JCM – largest item – in previous years we were able to get 24 hours of insurance. No longer an option – now one-day or two-day insurance. JCM was initially billed as 2-day insurance which was expensive but they did for a one-time allow 24 hour insurance since they didn't advise us but that is unlikely to be available going forward.

Red Flag Rule Discussion – 5-minute Pit Stop

3 options outlined:

- Option #1- Race time keeps going and your pit time keeps going. No working on the car until Red Flag is switch to yellow
- Option #2- Race time keeps going, Your Pit time keeps going, No working on the car until the GREEN Flag is waved
- Option #3- Race time Keeps going, Your Pit time STOPS, No working on the car until the GREEN Flag is waved at that point your 5 min stop starts again.

Discussion of advantages and disadvantages. Option of trying to keep under yellow until bleeding everyone who is in pit out of the pits before going red. Definite advantage to making it in before the pits are closed. Discussion of the option to not close the pits, but that doesn't solve the problem. Option to only allow if you are already in pit lane.

Question: if the red flag goes up, regardless of where you why doesn't that close the pits? Because the opportunity arises when you get past 9 before seeing the red flag (because it isn't up yet) and can make an educated guess to get in the pits just before they close.

- Option #4 – On red, race lap count reverts to previous leader's last lap. Advantage to those already in the pits, no advantage otherwise. Pits do not close.

Motion for Option 4 – Scott M, Seconded by Leigh P.

Vote – 9 (+6 online) = 15 for, 0 against.

Motion carried.

ACTION: Update rule book(s) for clarity on Red Flag

Breakout Times

Track times are now faster. Proposed updated breakout times:

- GT1 1m, 09.999 or faster
- GT2 1m, 10.000 and slower
- GT3 1m, 13.500 and slower
- GT4 1m, 16.500 and slower
- GT5 1m, 18.500 and slower
- GT6 1m, 20.500 and slower

Discussion of why a half second (seems difficult for math, in your head, etc), but also to slow the spending of money to maximize the time brackets. Derek indicated preference of 1 second, for ease of calculation.

Motion for times as proposed above by Andy Mitchell, seconded by Scott M.

Vote – 7 (+4 online) for, 1 against

Motion carried.

ACTION: Update Sedan rule book with breakout times.

New TRAC Series Positions

Discussion on the race committee being largely about logistics and rules and race day running/discussion. Additional group required to do TRAC promotion – sponsorship, spectator/fan promotion, etc., Jay MacPhee offering to help with business proposal, etc., side of things, Jenn Earle doing social media and promotion. Series of people to help grow on and off-track promotion, make it a better all-round event in the following positions:

- Race organizer – someone throughout the day to do the driver's meeting, PA announcements, etc.
[POSITION OPEN]
- Sponsor liaison – banners, hosting sponsors, etc.
[POSITION OPEN]
- Media Output – Jenn Earle
- Announcer
[POSITION OPEN]
- +ARMS Race director - Joel Nelson

Leigh noted that the dream would be to fill all positions, but would be nice to fill at least one position, to help facilitate the race days. We could really add to create nice events, engage camping and family and make it a fun place to be. Needs someone who has a love of motorsports.

Two Day Race Weekends

With trying to grow the sport, and in discussion with Time Attack, looking to go with a two-day race days. Really only works with additional volunteers/volunteer time and the previous position/positions filled. Not possible for first race weekend with school race weekend. Looking to do later in the summer, without any other additional events/attractions to start – start simple and start small.

Brian P noted that this is the same number of races, stretched across two days instead of one. Most other tracks do not cater to multiple drivers in one car – most tracks are $\frac{1}{2}$ to $\frac{3}{4}$ of the racing for twice the price. Leigh noted that it is a lot to do, and not as safe because there's not a lot of time to check the car properly. Ryan J agreed as a rookie that it was not a lot of time, really needs more of a breather. A lot of cars don't make it to the endurance (1-hour) race because of breakage and human fatigue. Dustin noted that there are a lot of people who work late Friday nights and/or Saturdays. Joel noted that that is possible (no start until after lunch) if the races are not split.

Split Classes

With regard to split classes, Leigh noted that GT1-GT2 seem more concerned with time between races, GT3-GT6 last, could we look at the option of doing fast races on Saturday, Sunday for slower classes. Continued discussion of the safety and logistics of doing the race day.

Sprint races, you shouldn't be getting lapped, endurance races you should learn to deal with lap traffic. Thoughts on what rookies should be doing – should they be going out in endurance traffic? One-hour endurance is more time for things to happen, should be a good time to learn.

Does anybody oppose splitting for all of 2021, for better or worse? Thinking that it may encourage more people to come out, especially in the slower classes. Endurances will still be all cars. Consider bumping sprint laps down to 12 laps.

Motion to have split classes in all races for 2021 by Leigh P, seconded by Brian P.

Vote: 11 (+4), 0 against

Motion Carried.

ACTION: Note split races in Supplemental Regulations for 2021, and in attached Schedule(s).

Paid Paddock Spots

\$100 a year for a guaranteed spot (numbered). Just informing folks of the plan to move forward with this. If you paid, you will get your spot even if arriving later in the day. Mike noted, back in 1996, paddock assignments were made that will need to be factored in. Comment from Jonathan that the spots will be tight – which yes, it will be if we do have growth and success. Andy commented that the motorcycle group does already have a grid map, but it's not the same – 20ft paddock spots. Would be nice if they could be the same and painted.

Technical Update from James

Over the past year, there has been some concern about the thoroughness of scrutineering and how we do it, did a survey across the province and around to other tracks. We are going to continue doing what we have been doing – because of liability because we don't certify the quality or fitness of the car, that is the responsibility of the car owners, but with more volunteers and ability to focus on scrutineering items, we will be doing more checks for compliance and safety.

Many don't understand the log book – when you register your car, you should be leaving your log book with registration – with the event and the date already signed in the book – scrutineer is supposed to be able to just complete the log entry with the state of the day – not have to fill in the whole entry before returning it to you. Joel noted that we will put a note in the supp regs to tell people the procedure and add a box at registration for collection.

ACTION: Add instructions/reminder on Log Book procedure to Supplemental Regulations

James noted you must take responsibility for your own gear and knowing where your expiry dates and certification tags are on each item.

SA and SAH 2010 helmets have been extended to 2023, by FIA and thus by us.

Race License Costs

Due to 2020 being a reduced season, prices as follows for 2021:

- Cost for Racers that held a full License in 2020. \$40
- Change in when a license bought in September expires.
- Regional Competitors that hold a license outside ARMS. Need an ARMS license to count in points.

No changes to rules on residency and licenses for 2021.

JCM Changes

JCM is not what it was when it started, is now a more competitive race. General consensus is that there is a desire to go to a qualifying start. People want to win the JCM and it is becoming more important to have an ordered start. Looking at having a qualifying session – doing a 10-minute session? Suggestion of

a qualifying practice (e.g. 2-hour session). Consider doing qualifying or practice by class (which we do not have at JCM) or 30 minutes of qualifying. Practice session separate from qualifying – possibly two sessions, slow session and fast session.

Not going to do class; continue with overall 1, 2, 3 for standings, plus Ironman.

Sponsorship Plans

20% income into Track Improvement Fund to help with resolving incidents. Plans for officials' t-shirts to make it easier to find/identify folks in the paddock. We do need to do a backdrop for podium awards at the end of the day, with sponsors name on them, take photos at the end of the day each weekend.

Vintage Series

Vintage series hasn't had a lot lately, there are two older Audis interested in running. Change to a non-contact, peer-evaluated series, no year limit for age of car (or driver). Looking at converting to that type of class/series. Some commented that it would be like time attack with passing – is and is not. Andy noted such a class existed in motorcycles.

Safety Car

Dave has a newer matrix and feels that he will be able to keep better pace with the cars, still willing to be safety car. Aware that it is a double weekend. If the group would prefer to have Wayne and Tara, also open to that.

Items from the Floor

Andy Hill – noted that someone asked about power at the track – power at the track is included in the rental.

Marc Veniza – asked about whether or not we are planning for a full season in 2021. Noted that the plan is for 4 weekends plus the JCM. There are issues with the May weekend, and with June (Formula 1) race so days may need to be adjusted.

James (Pidge) Partridge – Car numbers are there ones that supposed to be semi-retired and some that are permanently retired. Not noted in the rule book at the moment – asking for clarification on how to manage those numbers.

Daphne Sleight – Section 8 of the Sedan Rule book is the area that holds the car number information, needs to be cleaned up and divided to two sections for car appearance and car mechanics.

Awards

Hard Luck Award was given to the Spudiks.

Les Fraser was given to Derek Lugar for showing up every weekend, despite also fighting on other fronts.

Noted that Nickoli's organized event raised \$13,000 to the Canadian Cancer Society. Hoping we can continue the tradition on that last day. A chance to raise some money for something good.

Motion to Adjourn – Brian Partridge