

2018 ARMS Race Workshop Minutes

Proxies

- Derek Lugar for Paul Gray
- Brian Gay for Jay Barthelotte
- Mike McCrea for Andrew Dowling, Chris McCrea

In Attendance

James Whitman, Daphne Sleigh, Dustin Chute, Mike McCrea, Andy Hill, Scott Montgomerie, Joel Nelson, Ben Brown, Matt Trivett, Leigh Pettipas, Derek Lugar, Alan Gray, Ming Duc Wong, Cathy Partridge, Paul Machan, Stacy Chapman, Brian Gay, Steve Philips, Mike Brunt, Ben Easson, Andrew Mitchell, Robert Ferguson, Ryan Kilbert, Alan Avis, Jason MacPhee, Ian Pearce, Cindy McCarron, Max Méconse, Darrell Tower, Steve Lockhart, Dave Charters, Ralph Rosere, Debbie Miller, Pidge Partridge, Gerry Elliott, Bob Doucette, Richard R, Jeff Martin, Andrea Smith, Aaron Gallagher, Kevin Newton, Arlene Chase

Late: Gordon Sleigh, Mike Reese and Devin Wadden

Meeting minutes from 2017

Scott Montgomerie, moved to be accepted, seconded by Mike Brunt

Financial Report

Read by Cathy Partridge, discussions on insurance costs and capitalizing on shared insurance.

Move to accept financials as provided by Joel Nelson, seconded by Leigh Pettipas.

Improving Race Financials

As per discussion from race committee meeting

Primary: Reducing from 5 weekends to 4 (additional information that AMP may be unavailable after mid-September for work)

1. Options to put JCM in July?
Decision: JCM in September, 4 race weekends.
2. Should July be "on the schedule" if the paving project doesn't happen? Discussion points to no, because schedule has to be set for season both for calendar at AMP and for planning purposes for racers/teams.
Decision: No, 4 weekends, which will include July, with JCM in September
3. Fee increases required.
Decision:
\$300 single series in advance, \$350 single series on on race day,
\$450 in advance for 2 series, \$475 on race day, \$530 for all of it.
Rookie fee increase to \$200 per rookie.
4. Option to run lapping between racing – not fair if it cannibalizes from Time Attack. Possibility of offering a fee for both days for lappers to avoid that (e.g. \$200 for both days)? Time Attack day is 50/50 registration TA vs Lapping. Pricing should be same price as the day before.

Concerns about parking/gridding for lapping to make room. Putting cars on pit wall is an issue. Definitely needs to have a person responsible for managing lapping activities, cannot be people currently working/competing race day.

Decision: Further discussion required; volunteer to manage on race day required.

Points and Race Day Structure

1. Discussion of idea of double points for 4th race weekend of the year if all others were competed in. Agreed that this would not incent people to come out to all 4 weekends.
Decision: Alternative by Andy Mitchell: Unlimited rally to be scored overall on a cumulation for the whole year of Debert and Pennfield points for the full day. Scored on overall finish with no classes. Moved by Brian P, seconded by Andy Mitchell.
Decision: New scoring process for Unlimited.
2. Heat race and points: Results from the first series race set you up for the second – points go to the driver. Race lengths are the same (15 laps) and points are the same for each race. Moved by Joel, seconded by Mike Brunt. Motion carried.
Decision: 15 laps for both heat and final race, equal points for each.
3. Continue to offer refunds.
Decision: No cash refunds, just credit toward future events.
****Requires race committee decision about final race weekend – still a credit for 2020, or a refund?**
4. Pre-registration – more visible, using motorsports registration, preregistration fee break to be implemented, time for early registration to be moved up to Wednesday instead of Friday.
Decision: Action required. Who is setting this up?

Rules and Procedures

1. Safety Car procedures – loopholes for safety car, Ian spoke up for safety car, and 2-step procedure to close pits – what do the racers want for rules on safety – problem with advantages for pit open/closed. A case for just leaving the pits open. Mike Brunt asked if the pits would end up full as a result? Safety car on empty track a problem? Is there a problem with that? Danger of people speeding around to catch up and not being properly safe around incidents, etc.
Decision: Pits are closed until everyone takes the green. Pits are not closed – you just can't count your 5 minute mandatory stop.
If pits must be closed, signs to the leader (not to the trailing cars) and picking up the leader most important.
Question: Can you just not do your 5-minute pit under full course yellow? Recap: In the Atlantic Challenge Race, your official five-minute pit stop only counts if started under green. Pits will no longer close – moved by Leigh Pettipas, seconded by Steve Phillips. Majority in favour, one (Derek Lugar) opposed.
2. Discussion of eliminating clause of closing pit exit by pit marshal for reasons deemed necessary by race control – no change, you can't pass the safety car while leaving pit lane.
Decision: Not eliminated. Wording needs to be clarified and circulated before beginning of race season.
3. Need to make pit wall stalls with duct tape for fairness for race day
Decision: Action required. Who is responsible for this?

4. Yellow Flag – Proposal read aloud by Arlene, discussion about how this impacts our track – slowing down for yellow flag is important – many things are happening before you see a safety car. Need to know that the racers are going to slow down. Penalties for speeding – policing could be tricky and determining who is complying.

Decision: No vote taken? Action required?

Other Items

MCCA Fee – changing format to collect fees from all motorsports disciplines, and to collect \$30 less from racers.

Marketing – starting with a new TRAC website, including racer profiles and results, supp regs, entry forms, preregistration, how to get involved, etc. One easy place to review information. Really worked for Time Attack, so hoping this will also be a boost for racing community. Section for sponsors, section to highlight them another to invite new sponsors via sponsorship package – racers can take to potential sponsors, looking at how to organize. Racers invited to look at some new things with Jenn at the conclusion at the meeting.

Talk of sponsoring series with 80% going toward for racing fees and 20% toward winning incentives. Social media need fodder and fodder needs to be legitimate.

Race school and race mentoring went well this year – race instructor checklist update thoughts – black flag not covered, Leigh taking that away to check, revise to add it. Noted that it was really handy. Clarification from Ian – both black flag and mechanical flag.

More continuous intake – better communication on options on possibilities when an opportunity arises to get people out and racing – everyone who would be involved should be included. Don't really want to say no to anybody – want to make it easy while still respecting fairness and people's time.

SA2005 is no longer a valid helmet after December 31, 2018.

Items from the Floor

Andy H – oil on the track from the weekend from an incident, resulted in losing a half day of a track rental the following. Need to be more diligent about pulling cars in with smoke or other incident, asks that cars need to be pulled more quickly, before an incident happens. Ian asks that better contingency, better preparation for when incident does happen.

Brian - motion that if the race is ended prematurely, prior to the 10-minute pit stop cutoff, cars that have not completed the pit stop have 5 minutes added to their total time. Matt Trivett seconded.

Action Required to revise rules to reflect this.

Leigh - Refueling – motion to change the rule to state that the driver may remain in the car with the window net down during refueling. A driver change can also take place during refueling. Motion by Leigh, seconded by Brian Gay. Majority for, two abstain, one against.

Action Required to finalize Race Committee discussion and revise rules and communicate.

Refueling – motion to change the rule to state that the fueller and fire bottle person must have fire protection (suit, balaclava and eye protection, helmets recommended) – recommended for 2019, to revisited for mandatory in 2020.

Action Required to finalize and review rules and communicate.

Joel – splitters and spoilers, diffusers (aerodynamic devices) – rules on safety and cutting tires on the nose of splitters, etc. Need to look at SCCA and other rules to make a recommendation for 2019 and a rule to be introduced in 2020. Keep within 4” from body line, is the recommendation – scrutineer can deem modifications to be unsafe.

Action Required to finalize and review rules and communicate.

Leigh – reiterated that classing rules for ARMS Pro Stock will be decided and put forward as a group. These rules are not related to safety.

Adjournment

Matt moved the meeting being adjourned, Derek seconded.