

2022 ARMS AGM Race Workshop Meeting Minutes

Saturday, November 12, 2022

Attendance

In Person - Tim Dine, Cal Vandaalen, Meg Grandmaison, Mike Reese, Andy Mitchell, Gordon Murray, Krista Nelson, Libby Partridge, Brian Partridge, Joel Nelson, Debbie Miller, Scott Mongomerie, Colin Naulls, Leigh Pettipas, Andy Hill, Mike McCrea, Dave Charters, Graham McCrea, Pidge Partridge, Stacy Chapman, Stephen Lockhart

Online - Alex Brunt, Brad Sellars, Ian Pearce, Kelsey Hill, Michael Brunt, Steve Philips

Arrived Late - Daniel Dugdale, Travis Soucoup

Proxies

- Leigh Pettipas
 - Paul Machan
 - Aaron Pettipas
- Cal Vandaalen
 - Blu Vandaalen
 - Sasha Brideau

Call to Order

The chair called the meeting to order at approximately 3:00 P.M.

Online Discussions

In a quick note to everyone about discussion of race topics, James noted that the forum, as archaic as it is, is a much easier place to keep discussion clear and non-repetitive (unlike Facebook where things get lost in threads).

Financials

James stated that overall we had a very good year, thank you to everyone who made that possible. The document with the 4 races was [shared with everyone online](#), and a few paper copies were available in person in the meeting. Race ended the year with an approximately \$12k surplus, somewhat making up for previous year's losses.

Discussed the infeasibility of 2-day weekends, both from a financial standpoint (see the July estimated budgets in the spreadsheets), but even more so in the volunteer arena, when we had a hard time getting enough marshalls and other volunteers this year for the one-day events. Two-day events can be overwhelming and exhausting.

Leigh asked what the break-even of car numbers would have to be for a two-day weekend. We determined that it's at about 14 now for a 1-day event, so it would be safe to estimate approximately 30 cars would be required to run both days without a loss. The group agreed that it would be pointless to really talk about 2-day weekends until we are regularly at or near that number for current one-day format.

Joel also noted that Time Attack is hoping to begin running again on Saturdays before race weekend, and arrangements could be made to practice (no passing) by going lapping on those days should this happen. This would allow some 'race' activity to happen both days of a weekend again for those interested.

Honorariums

James noted that many of the honorariums have not changed in a number of years, and we are going to need to increase them in order to keep people willing to do the job. We are also going to have to consider alternate ways to staff and pay folks who do the all-day jobs on TRAC days appropriately.

ACTION: Race Director to create a 2023 Budget to be presented to the Race Committee with updated honorariums and adjusted as necessary to ensure all jobs are covered for the season.

Lapping/Time Attack Approach

Attendees from the solosport workshop indicated that there is a renewed interest in running Saturday events on ARMS race-day weekends; MHPDC has also indicated interest in running lapping events. Alex B indicated that racers who wanted to come out during lapping sessions would be welcome, as long as they filled out the forms, paid the fees and followed the rules.

Leigh noted that weekends with events Fri-Sat-Sun would really help in growing all the sports.

Andy M noted that entering an additional event for practice on Saturday is great for racers who have the money to pay additional fees, but we need to consider practice time included on race day. Definitely to be discussed later in the workshop.

Mike Reese asked if the Lapping/Time Attack event team could come up with a fair number/pricing structure for racers to do a small number of laps, especially later in the day. Alex Brunt agreed that that this would be possible, especially since the lapping groups tend to thin out later in the day which is when many racers would like to practice/go lapping.

ACTION: Race Committee to coordinate with Performance Solo Director and interested parties to integrate Lapping into the 2023 Season more effectively.

ACTION: Performance Solo Director to include lapping for racers into the fee structure for Saturday events on race weekends.

Sponsorship Committee

Joel reported that the sponsorship committee has approximately \$12K in the bank and that money is available for projects. They are hoping next year to have t-shirts and hats available for sale earlier in the season next year.

Eventually, they are hoping to move toward being able to give money back to the racers in some way or another, but they are not quite there yet. They are trying to keep money in reserve for when/if race has a bad weekend or other issues arise. Sponsorship money was used this year to purchase a new fridge for the marshalls, and to donate \$4,000 to them to offset the unexpected high repair bill for the Magic Bus.

Joel asked if the racers were OK with continuing to run sponsorship stickers and received an affirmative answer. Mike Reese noted that it would be better to have the stickers earlier in the year too. Cal indicated that more info on sticker placement/updates to the sticker placement guidelines would be appreciated.

In conclusion, Joel said that the committee would continue to work toward attracting new sponsors and building a fund. He said they need to update the sponsorship packages for businesses, and the TRAC Website to keep them both up to date. Leigh noted that the Sponsorship committee could use a few more bodies to help.

ACTION: Sponsorship Committee to put out a call for more volunteers early in 2023.

Rule Changes

A number of rule changes were discussed.

Pit Stop Penalties

Daphne put forward a small change to the wording of the current “lap adjustment” of four (4) laps:

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Failure to make the pit stop shall result in a ten (10) lap penalty, except in the cases where:

- *the race concludes under safety car or red flag, either by the allotted 1 hour expiring or race officials ending the race for safety reasons.*
- *The race resumes from a safety car or red flag state with less than ten (10) minutes remaining on the race clock thus making remaining un-stopped drivers ineligible to make the required pit stop.*

In such circumstances, the competitors not having previously made the mandatory pit stop will have their final lap count reduced by four (4) laps with the good faith assumption that they would have intended to make the stop if allowed.

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ACTION: Daphne to make the update in the proposed rule set for 2023, to be reviewed by the Race Committee and the “Early Reading Group.”

Bracket Changes

Leigh proposed GT2 be 1:11 or slower, making GT1 1:10.99 and faster. This makes an unequal split to GT3, which would include the current ProStock cars now moving into GT2 for the season. Suggested that it might need adjustment through the season.

Scott offered the counter opinion that keeping the brackets the same because equal distribution is the preferable for future proofing the rule set so that it's consistent and makes sense as new competitors join. He noted that when the brackets were done originally, there were weird gaps to accommodate existing cars that later stopped racing. Making uneven brackets again feels like a repeat of this. At the end, Scott noted that he never intends to race GT1 or GT2, so this was an outside opinion.

Mike McCrea noted that only 3 cars in competition this year did a speed under 1:11.

ACTION: Tabled for further discussion in the Race Committee and/or a Rules Group.

ACTION: Daphne to record the updated brackets in the proposed rule set for 2023 to be reviewed by the Race Committee and the “Early Reading Group.”

Daphne asked for multiple sets of eyes on rule changes, to avoid inserting errors into the book like last year on brackets. Andy Mitchell and Leigh Pettipas both volunteered to be early readers of any new rule changes.

Pace Car Train

It was noted that some competitors were uncertain as to how to rejoin a pace car train from the pits. A discussion ensued as to when/how to join, and when is it safe to join. It was suggested that cars should refrain from joining when the pace car is coming up the front straight, but it is very difficult to determine this from inside a race car (HANS limits head rotation) without a ‘pit out’ marshal. The discussion centered on whether or not to add an additional rule, and what it could possibly read like to cover all bases. In the end, no consensus on wording was arrived at, but all agreed that some clarification of what was acceptable was desirable.

Daphne suggested putting in a note in the rules about a use of good judgment.

ACTION: Tabled for a Rules Group to come up with something sensible for the race committee and the early reading group. Cal asked for additional wording on how to accommodate cars catching up (i.e back 10 car lengths). May include discussion of a blend line.

Scoring - Impact of Penalties on Series Points

Discussion of whether or not penalties incurred during a race that reduce a competitor's credited lap count should impact series points via the 'not classified unless ½ distance completed' rule. After discussion it was decided that penalties acquired for safety issues (i.e. passing under yellow) that put a competitor's official lap count below the minimum required for classification should result in non-classification in that race, and that penalties acquired for non-safety related issues that reduce the lap count below the minimum should still allow the competitor to be classified.

ACTION: Tabled for further discussion and review from the race car committee.

Integrating Practice into the Race Day Schedule

There was general support for some sort of practice to be worked into the morning schedule for the 2023 season. General sentiment in the room is preferred to have shorter qualifying and longer practice.

ACTION: Practice time to be integrated in the race day schedule.

Posting Points Online

There was a discussion regarding the timely posting of the points through the season. Scott M suggested that we look into Orbits or similar software to see if it's feasible to automatically share the points status with competitors through the season.

Krista indicated that when she looked at Orbits, it didn't account for our rules, penalties, etc. Scott volunteered to look at it further to see what it can and cannot do. Andy M indicated that he'd be happy to post unofficial results.

We need to get the ability to update TRAC website with points standings so we can have an up-to-date source for information. Having points published and accessible would be ideal for growing and supporting the sport and celebrating what we have going on the whole year.

ACTION: Whatever the options, Race Committee to identify a means to keep everyone up to date on points through the year.

Awards

There was a discussion of after-events awards ceremonies. It was felt by some that this year's procedure took too much time, and that perhaps the small trophies/ribbons being handed out were both costly and not being received in a timely fashion. After discussion, it was stated that we will still be doing a podium/awards session each weekend and switching to dash plaques as mementos of accomplishment.. The plaques would not be available the day of the event, but

the next weekend after a race, you would get a dash plaque that could be mounted on a board to document ongoing race wins/podiums.

The group seemed ambivalent about the use of dash plaques, but was enthusiastic about the prospect of issuing stickers for class winners - ability to put them on your roll cage, etc. Joel stated that the intent was to issue both stickers and dash plaques.

Mike M suggested we go with plaques that are as generic as possible to make it easy to order in bulk, simplify the process and keep costs down. He stated he has a source of these.

It was agreed that we can reduce the amount of time it takes to give out awards/podium at the end of the day by calling everyone for a class up at once, clap once for that group, move to the next group.

ACTION: Race Director to price options from trophy vendors and arrange for the 2023 season.

Items from the Floor

Length of JCM

Andy Hill - the JCM - does it have to be 3 hours? How many cars were actually running at the end of the race? For the last hour, nothing interesting was happening. The question implied that the race should be shortened.

ACTION: None. Jeering and booing from the floor.

2023 Fines for Impacting Track Usability

Andy Hill - noted that the AMP AGM may include an addition of rule that people will be fined for negatively impacting the track usability for their own event, or other events.

In the discussion that followed it became obvious that the issue was being brought up for attention because of several spills of oil on the track by TRAC series race cars. The spills negatively impact our relationship with bike racers, and possibly other users of the track. The group discussed various ways to prevent and to clean up oil spills, with no clear consensus on an effective strategy emerging.

ACTION: AMP to advise TRAC if there are updated clauses like this in rental agreements.

ACTION: Race Director to include any expected fine information in Supplemental Regulations.

Number Retirements - 14

Pidge Partridge - asked about officially retiring car number 14, in honour of Darrell Whitehead. Discussed the issue with it being last used by another racer (Brian Bent), but who also hasn't

raced in several years. There was unanimous agreement on retiring Number 14 for anyone other than Brian Bent if he wants to come back.

ACTION: Registrar (Pidge Partridge) to put #14 on the list of retired car numbers, with the note that it may still be used by Brian Bent should he wish to return to active competition..

Insurance Costs

Leigh Pettipas - is there a way to reduce insurance costs? Could AMP buy insurance for all car events in bulk and save us money? Mike McCrea indicated that you cannot sublet insurance (so AMP could not buy insurance and resell it to us). The event organizer has to hold the insurance policy.

Leigh Pettipas - If AMP can't buy the insurance, maybe ARMS can? Could we insure our events the same way they do for bikes - not constrained by number of days because insurance is for the year(season) instead of individual events. A request was made for ARMS to investigate whether or not that is feasible and to determine if it would be cheaper or might be a long-term goal to work toward if there's a number threshold.

ACTION: Tabled as a question for the race committee to investigate.

Managing the Safety Car

Brian Partridge - safety car, if it doesn't catch the leader, is there a way we can make the race day go quicker by speeding up the wave-bys? Discussed making a race rule call to discuss further, for anyone and everyone who is interested.

ACTION: Daphne to arrange for one or more race discussion online video calls early in 2023 for those who are interested in participating. Group to come up with proposed rules to present to the Race Committee and "Early Reading Group."

Pit Lane Speed Issues

Joel noted that we need some way to better manage pit lane speed issues, moving too quickly, especially at the end of pit lane. Let's look at finding a speed sign, and other solutions.

ACTION: Race Committee to designate someone to do this research and present options in early 2023.

2022 Season Thank Yous

Thanks to Dave Charters for 8 years of pace car service.

Thanks to Brent O'Connor for doing so much leg work and doing registration to help us at the race track.

Thanks to Brent O'Connor, Nate Perron and Alex Reid for stepping up in September while James Whitman and Daphne Sleigh were away.

Dave Charters extended his thanks to his pace car co-drivers Debbie Miller and Ralph Rosere for their help over the years.

2022 Awards

James Whitman announced the winners of awards for the season at the end of the workshop.

Motion to adjourn: Scott Montgomerie at 5:29pm, seconded by Brian Partridge.