

# 2023 ARMS AGM Race Workshop Meeting Minutes

Saturday, November 16, 2024

## Attendance

**In Person** - Andy Mitchell, Scott Mongomerie, Joel Nelson, Libby Partridge, Kevin Partridge, Gordon Murray, Brian Partridge, Leigh Pettipas, Blu Vandaalen, Kevin O'Reilly, Debbie Miller, Linda Neal, Nate Perron, Cal Vandaalen, Ryan Burrill, James Whitman, Kailie Khoury, Aidan Khoury, Alex Reid, Mike Reese, Skye Mullen, Allen Chase, Brent O'Connor, Steve Phillips, Brian Gay, Brad Sellars, Andy Clement, Nick Murray, Gerry Elliott, George Cooper, Paul McDonnell, Stacy Chapman, Alan Gray, Alex Brunt, Daniel Dugdale, Travis Soucoup, Eugene Pettipas, Andy Hill, Ian Pearce, Ming Wong, Shawn Luciano, Trevor Reid

**Arrived Late** - Ben Brown, Cathy Partridge, Kevin Himmelman, Shawn Gayton, Mal Swann, Gordon Sleigh, Jordan Sleigh, Kirk Alexander

**Online** - Mike McCrea, Stephen Lockhart, Norma(?)

## Proxies

Leigh Pettipas for

- Paul Machan
- Aaron Pettipas

Brad Sellars for

- Kayla Lennan-Cole

Joel Nelson for

- Robert Andrews
- Colin Naulls

## Call to Order

Meeting Began at 2:38pm

## 2023 Workshop Minutes

Waived the reading of the 2023 minutes - moved by Joel, seconded by Scott M.

## Race Director's Report

Nate read the race director's report (in the AGM handbook). Indicated that TRAC finished the year with approximately \$2,200 profit, between the four weekends. Spoke of the success of the 50th anniversary weekend, and thanked everyone for the work done. There were 24 cars and 400 people through the gate.

JCM was a very difficult and wet race, but it went as well as it could in the bad weather.

Nate thanked everyone who has helped build the momentum of the track, and especially the sponsorship committee for all their hard work.

## Race Financials

### TRAC Series Financials

Brian P spoke about the financials, indicating that the year came out on top, and did not lose money overall. The May weekend always costs money with the school race. June broke even and July was as good as could be expected. The September weekend was expensive with the addition of the 50th anniversary celebration, but was still excellent due to attendance numbers. The year ended with a profit of \$2,221.99.

### JCM Financials

The donation to AMP totaled \$6438.76, which included \$1000 from the sponsorship account.

### Entry Fee Increase 2025

Nate noted that there was a vote at the Admin workshop on Friday evening to increase the improvement fund from \$20 on licenses, to \$40. Joel and Brian both noted that 100% of that goes to AMP. Nate further explained that anyone who uses the track - racers, time attack and lappers, all pay this fee on their licenses.

Nate indicated that at the beginning of the year, the AMP rental fees went up, but it was enacted very late due to the late date of the AMP AGM. Nate opted not to make a guess at the price increase for 2024, but the race entry fee will be increasing for 2025, which will hopefully cover costs for the next few years.

Expect to have the fully specced out race fee structure available for all racers by February of 2025.

# Promotions Committee Report

Notes from Leigh Pettipas:

Contributors are: myself(Leigh Pettipas), Joel Nelson, Libby Partridge, Mike Reese, Dan Dugdale and Brent O'Connor

All 11 of our sponsors from 2023 returned, and we added one new sponsor, AJM Classics

Off season, we did the In The Garage videos for some behind the scenes look at our competitors - helping to bring awareness to what we do and where we do it, and have fresh content to share.

We had a nice Car Number Photo lead up to race 1 - generated a lot of likes, shares and fun to see cars we have forgotten about!

We had podium plaques for each round made up.

We had the end of season championship winners trophies made up.

We had Daniel Salmon announce at all rounds, did a great job.

## Plans for 2025

- we will work to add more sponsors
- better social presence on race day and post race
- work even more to put focus on points championship

Looking for help for Libby with website and social. Seems like there is always more to be done, and she's the only one that can do it...well! Fluent in web design and facebook scheduling a plus, but not required! Gathering and organizing content is where we need help the most.

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Brad Sellers asked if the Promotions Committee has budgeted anything for boosting posts/advertising to get more views and more race content out in the general public. Mike Reese also indicated that he has asked for gas money for 2025 for the "in the garage" series.

Leigh also noted that the Promotions group worked a lot with the Carsons Exports group to make their car show day a success, to help our main sponsor and to help increase awareness of the race track and car events happening at it.

Leigh indicated that it would be possible to do more with Carsons Exports, but it does require more volunteer time. They have been very positive and are keen to continue sponsoring the space and events.

# 2025 Season Overview

## Tentative 2025 Schedule

Tentative schedule was shared, depending on the calendar meeting, weather/spring, etc

Round #1 - May 31, June 1  
Round #2 - June 20-22\*  
Round #3 - July 26-27  
Round #4 - Sept 13-14  
JCM - to be discussed later in the meeting

Nate indicated that he is open to the format for rounds 3 and 4, whether they are one or two-day events or perhaps a day where we run the race on Saturday instead. Brent noted that there are pros and cons to different formats, and extra daylight earlier in the season, but the volunteer requirements can be taxing for those putting in hours.

Brian P indicated a desire to do the June race as a double whether or not it is an SPC event.

Joel indicated business owners and many others have a tough time with two-day weekends as Saturdays are often at least partial work days and can be hard.

Stephen L noted that two-day weekends are nice for those travelling, because it feels like more for your money/fuel/travel etc.

Linda noted that running until 6:30 or 7 would likely be a problem for many of the marshals, whether the race is Saturday or Sunday.

Paul M - people might enjoy being able to arrive early, set up and socialize, especially those travelling. Nate and Daphne noted that the weekend for SPC is already extended fore and back to accommodate the visiting groups.

**ACTION:** Nate to send out an email to get a poll from everyone on thoughts for race day format(s).

## JCM Scheduling

With regards to running the Saturday weekend, there was feedback this year from volunteers who found it difficult to give up another volunteer weekend. Andy noted the marshals won't be available after the first weekend in October.

JCM will be October 5th, 2025

## April Test & Tune

Nate indicated that there will be a test and tune in April, which will have a work party on a preceding weekend. Working in the work party will give racers a fee reduction for the test & tune.

## Licensing

### Self-Declared Medical

There are still no updates from National on changing the recommendations around self-declaration and professional-supplied medicals. For 2025 we will plan another year similar to 2024 instructions unless there is a National update.

### Thank you to Pidge Partridge

Brent thanked Pidge for everything he's done and his transition help for Brent's first year as registrar.

Brent indicated that sending in license renewals as early as possible to him is extremely helpful. The earlier the better.

**ACTION:** Nate to send reminders to racers to get their license paperwork in early.

Ryan B volunteered to help with any new or returning individuals who need a medical, for a donation to rescue.

## Race School

No changes planned to standard race school format in 2025.

Mid-season schools - there is a perception that folks were able to get their race license/race school more cheaply by joining mid-season, discussion about whether this was true, and who was doing the instructing and who was insured, and what was paid.

**ACTION:** Nate and the race committee, with the school director to add clarity and documentation on the process.

The clubs have decided on fee increases at the admin workshop

It was decided on \$140 for license and \$230 for the school fee (not including the not-yet-set price increases) for those who join mid-season. Several folks indicated displeasure at this; it was noted that disagreement should go to the club representatives for the admin meeting.

# Rule Changes

## Finalize Bulletins for 2024

- a. **Physician's Stamp** - Motion to approve it Ryan Burrill, seconded by Leigh Pettipas - passed unanimously
- b. **EV Lithium Batteries** - Motion to approve it Joel Nelson, seconded by Stacy Chapman - passed unanimously

## 2025 Rule Changes

### Power-to-Weight Ratio

Steve Philips brought a proposal to move to a Power-to-Weight ratio (PWR)

First asked if there was interest in moving away from bracket racing; room generally agreed that they wanted to discuss the PWR option.

Second asked if there was willingness to do dyno testing, as this would be a requirement of the PWR structure.

Stephen Lockhart asked what the policing would look like (similar to now, which does not have a lot of policing for compliance, other than, as clarified by time brackets which takes a certain amount of time) and what the typical cost for a dyno is (Steve indicated \$80-\$100)

Leigh asked what would be the process if you didn't want to declare/disclose. Steve noted that there are provisions in the rules for undeclared and/or untested, setting to the maximum. Trevor Reid indicated that all dynos and people who run it are not created equal. Brian G noted that this PWR system already exists and it works in other areas.

Blu asked how often dynos would be required. Steve answered approximately every other year, depending on timing; it is/would be outlined in the rulebook.

Gordon Murray asked "What is broken? What are we trying to fix?" Steve indicated sandbagging and lack of competitive racing - stated that the race can be decided and "done" by turn one or in qualifying. Brian G added that he felt that PWR would make racing fun again.

Leigh asked about the possibility of doing a few classes (like GT3 and GT4) only for the 2025 season. Nate indicated that he felt that this would be just as much if not more work to implement and manage two rulesets.

Brad indicated that he feels that something definitely need to change something, as the track has changed a lot in the past few years. Steve indicated that bracket changes might also need to be discussed if PWR is a no-go.

Gerry indicated that they're fully in favour of going to PWR as it was how it was done in the past.

Mike Reese commented that he would be interested, even though his car would be in the lowest class. Steve indicated that existing PWR rulesets are solid but the modifiers especially would need a committee to work out the details by the beginning of the year; the room agreed that we would not want any more than 6 classes.

Scott M indicated that he likes the idea, but one of the benefits of bracket racing is cost control, because it limits the amount spent. In this spirit, TRAC might require additional rules like tire limits, which could go up 250%. Steve indicated that these would need to be managed well for covering some of these items. Both Leigh and Gordon indicated that it was likely going to cost more money, regardless.

Andy C indicated interest and asked Steve where his car would likely land; Steve indicated 13.9, 13.8.

Paul M asked about all wheel drive dyno (is a modifier) what this would look like for cars from away (could be handled with a sub-committee for visitors).

Kevin O noted that even though he is slower in the same car as Blu, he still likes it more because it could be less worry and better racing.

**ACTION:** Steve Philip to put together a committee to further flesh out the ruleset, preliminary report first week of January 2025.

Nate suggested aiming for 2026, so that items are not missed in a rush to get rules in place by the end of February. Steve noted that the framework is all there and could be ready by the end of the calendar year.

Stephen Lockart asked to be on the committee, Steve asked that the sub-committee be made up of active racers.

For - 18

Against - 4

Abstain - 1

## Breakouts Evaluation

Race committee to make a recommendation (suggested by Allen Chase)

## Points Items

Clarification on minimum class entry - what is "required" - does this mean minimum are registered, minimum started or minimum finished (or 50% +1)?

Motion that the rule be changed to "are required **to start**" - motioned by Leigh, seconded by Joel, passed unanimously.

## Mid-season Class Changes

What if you change classes mid-season? How should points be scored?

Proposal: if you change classes, you cannot carry your points from class to class, but you keep them overall - motioned by Leigh, Brian P seconded, passed unanimously

**ACTION:** New rule to be added to the rule book by race committee.

## Endurance Points

Change to "points awarded go to the **car number**" - motioned by Leigh, Brent seconded, passed unanimously

## End of Day Awards and Season End Trophies

Nate indicated that he would like to clarify the trophies and who is getting what in the rule book. Allen indicated when there are no competitors it feels bad to receive an award and feels like a participation trophy. Leigh indicated that the end of year should mean something - if you came out all year, it's still meaningful. Scott asked if the overall trophies were really necessary or made sense, asked if racing people outside your class makes sense. Suggested possibly that you are eligible for a season end trophy only if you do 75% of the season, motion by Joel Nelson, seconded by Kevin O'Reilly - For - 15, Against - 0, Abstain - 2

## End of Day Awards

Awards for both races in a series or just the last of the series? - discussion of pros and cons on the floor, a take away for the race committee.

**ACTION:** Race Committee to discuss further.

## Paddock Spots

Suggestion that we pay \$100 for a parking spot to AMP, set for all of the season, would allow for consistency and also for fines to be levied appropriately when a mess is made. Mike M indicated that the expansion of the paddock was paid for by racers who are still racing, and this should be considered. Mitch indicated that it should be optional, and rentals should not be required. Nate indicated this could be accomplished a few different ways, with open spots.

**ACTION:** Race Committee to discuss further.



## Rain Lights

Joel indicated spinning out in the rain was scary when being followed by someone without headlights, indicated that we should consider forward facing lights in the rain.

**ACTION:** Race Committee to discuss further.

## Transponder Return

Statement: If you rent transponders, you must return them to Pidge; he will no longer be chasing you down, it's a per day rental, but if you don't return it, there will be fines. Joel suggested that we have a large transponder drop-off sign for leaving at the end of the day. Joel suggested that transponders move to registration. If it were easier, James suggested he could do it in the scrutineering position, with return in the Hilchie building.

**ACTION:** Race committee to discuss and finalize a 2025 plan

## 5-Minute Pit Stop

More clarification needed about when we can take a pit stop - might need extra clarification for starts and restarts.

Restarts (GCR 1.2.3.3) - "The 5-minute pit stop cannot take place during the warmup lap(s), on the first lap after taking the green flag, or begin after the last 10 minutes of the race have begun."

Need clarity about when cars can pit on a restart - The above wording, is it for the start only? Or for starts and restarts? Can cars follow the SC in and start the 5 min stop, or need to take the green, then can stop on that lap? If the above wording is for restarts, cars would need to take the green, then go by s/f again, then could pit to start their 5 min stop. Leigh indicated that seems like one lap too many for a restart. Also felt you should not be able to follow the SC in on a restart and start the 5 min stop.

At the JCM this year, on the 2nd last restart, some cars followed the SC in and started 5 min stop, and others came in the next lap.

Leigh's suggested re wording:

"The 5-minute pit stop cannot take place during the warmup lap(s), on the first lap after taking the green flag **at the start, until taking the green flag on a restart**, or begin after the last 10 minutes of the race have begun."

For the 10 min part - we need to define when a stop "begins". To me, it begins when the car crosses s/f on the lap they pit. So as long as you cross s/f on your in lap prior to 10 minutes remaining, you can start 5min stop. And its really the only way to police it with t/s. This may be how we do it now, but should be in the rulebook. My suggested wording:

"The 5-minute pit stop cannot take place during the warmup lap(s), on the first lap after taking the green flag **at the start, until taking the green flag on a restart**, or begin after the last 10 minutes of the race have begun. **The 5-minute pit stop begins when s/f is crossed on the in lap.**"

**ACTION:** Race committee to finalize

### 10 Minutes to Go

Meaning needs clarification, as well did the person do the stop or not "5 minute pit stop begins."

Wording from Leigh's notes:

Leigh could not find a rule about the turn 9 SC board being the go/no go if you can or can't start a 5 minute stop. Indicated we need a rule on this in the rule book. Should go in 1.2.3.3. We also need to discuss how this rule is worded...what is the expectation of coming to pit road in a timely fashion after passing t9 with no s/c board, then s/c comes out, and you still have not entered pit road (as we saw with car 25 at JCM).

*[Post Meeting Leigh sent the below, had been planning to talk to this, but abridged to save time for higher priority discussions]*

Leigh suggested a strobe light at the T11 stand/tower area so it can be seen leading up to pit road, controlled by marshals would control it - on once s/c board goes up, starts, restarts and in the last 10 min. If its on when you enter pit road, you would be expected to not stop in your box and rejoin (unless you are stopping for a reason other than 5 minute stop). If you are past pit in (would need to cross grass to stay on track), and it comes on, you are good to make 5 min stop. Or we could put a cone outside of turn 10, prior to pit road, as a commit point....if you are past the cone and light comes on, you are still good to pit.

So the t9 SC board rule (that does not exist) would be no more. Obviously if it is SC in t9, your chance to pit is gone. If its not there, then you will need to play the game with the strobe light. Its possible we can place it such that tower spotters can see it, drivers coming up pit road can see it (and possibly on track), and crew along pit road can see it. Suggested position would be on the end of the wall, as you are coming into pit road, on the left (see photo below, red circle). They make wireless, self powered strobes that are under \$100.

**ACTION:** Further discussion and rule made by race committee

### 15 Minute Board

15-minute board will be created for 2025 - from 16 min to 14 or so. Courtesy item only, to be clear, not required and racers are still responsible for their own race duration and pit stop timing.

### Fire Suppression

Noted that it is required after 2009, needs to be enforced, what to do next year to go to race committee

**ACTION:** Race committee to discuss

### Championship Information

Championship details are currently in both the GCRs and the Sedan Rules; Daphne asked that it be removed from the Sedan Rules so that it only has to be kept updated in one place.

Motion that Championship info in the GCRs only; Mike Reese motioned, seconded by Kevin O'Reilly.

**ACTION:** Daphne to remove Championship info from the Sedan rules while completing the 2025 rule updates.

## Call for JCM Organizers

Nick Murray and Andy Clement volunteered again for 2025. Thank you for the 2024 organization. People generally liked the qualifying format, hope for better weather in 2025.

## Other Items

### Pit Loop

We are hoping to replace the pit loop this year, when construction goes on this year.

### Timing & Scoring

Needs volunteers, please let Nate know if you or anyone you know is interested

### TRAC TShirts

Not available this year until September, going to endeavor to do better in 2025, looking for someone who would be willing to sell merchandise each weekend.

### In-Car Video

Suggestion for Mandatory In Car Video - not mandatory for 2025 but could be coming, giving folks a heads up that this is in future.

### Work Party

There will be a work party in the spring, details as it gets closer, Nate will get a list from AMP of what they want done.

## From the Floor

### PA System

Since the end of the season the PA system has been upgraded, Andy Hill noted that a technician will be back in the spring to see how it works when the paddock is full of trailers.

### JCM 2024 TShirts

Nick indicated that he still has a few people he needs to give JCM shirts, and that they still need to print more, so he will take orders if someone wants one, \$20.

## Adjournment

Motion to adjourn the meeting, Blu, seconded by Leigh.