



**RSO Board/Executive Meeting – July 12, 2011**  
**Minutes**

**Subject to Approval next meeting**

LOCATION: Teleconference – meeting at 7:30 p.m.

NAME	POSITION	PRESENT
Ray Felice	President	Yes
Warren Haywood	Vice-President – Performance	Yes
Bruce Leonard	Vice-President – Navigational	Yes
Jeannie MacGillivray	Secretary	Yes
Peter Gulliver	Treasurer	Yes
Paul Henshall	Executive Assistant	
Ross Wood	Administrative Assistant / Equipment Manager	Yes
Roger Sanderson	Webmaster	
Steve van Rees	Chief Scrutineer	
Vacant	Growth Committee	
Alasdair Robertson	Legislative Affairs	
Bob McCallum	BEMC Club Representative	
Christina Chinn	KWRC Club Representative	Yes
Chris Pye	MCO Club Representative	Yes
Ross Wood	MLRC Club Representative	Yes
Mike van Rees	PMSC Club Representative	Yes
Nuwan Dantalarayana	SPDA Club Representative	Yes
Dietmar Seelenmayer	TAC Club Representative	
Adam Dowsett	KWRC President	Yes

**Agenda**

- 1) **Approval of/additions to Agenda** – approved as written – Gulliver/Leonard.
- 2) **Approval of the last meeting minutes** – approved as written – MacGillivray/Gulliver.
- 3) **Treasurer’s Report** – update presented by Pete Gulliver. Approved as presented – Gulliver/MacGillivray.
- 4) **CARS – Ray.**  
 Ray reported that the new CARS office is up and running.

**(a) The 50-km stage distance limit for a single-road event: need to find source.**  
 Ray delved into the files at CARS to find the reference for this rule. He found that ASN charges insurance based on whether it is a single-road event or a full regional. There is no mention of a 50-km limit.

**(b) CRC Standards and Principles.**

CARS meets on Wednesday, July 13, so Ray will update us at our next RSO meeting.

**5) Old Business – Pete.**

**RSO Policy and Procedures Manual** – Pete and Jeannie are soliciting items for the Policy and Procedures framework document. They need input for what is going to be a “live” working document. If you have wording, please send that along to Jeannie.

**6) ORRC Report – Bruce.**

**(a) ORRC Scoring** – Scoring has been updated, with competitors’ club membership information taken into account. Bruce is working on building up an email list.

**(b) Blossom – KWRC.** Organizer: Dennis Wharton. June 4 out of Campbellville. No queries or problems. Nine entries to the Blossom rally itself, with an additional eight from a SNATR, for a field of 17 teams.

**(c) Discover Ontario – TAC.** Organizer: Brooke Jacobs. June 18 out of St. Catherines. Paul Henshall was the Steward. It went well, with 11 entries.

**(d) TAC August Challenge.** Organizer: Kurt Seelenmayer. August 6 out of Mississauga.

**(e) KWRC / SNATR** – Organizer: Martin Loveridge. July 17 out of Kitchener. Fun event of the summer season, with SNATR Car 0 out time at 2:00 p.m. and the BBQ about two hours later at the Pinehurst conservation area. Lots of food but no alcohol, please. Further details can be found at the KWRC website: [www.kwrc.on.ca](http://www.kwrc.on.ca)

**7) OPRC – Warren.**

**(a) RSO seeding system** – It is still a work in progress, as the algorithm needs some fine-tuning. Warren wants to do further research on the RA system. He will need someone to manage all the data.

**(b) RSO stopping rally traffic in stage** – Nothing new to report.

**(c) RSO new road approval** – Nothing new to report.

**(d) Triangles for multiple use stages** – Warren circulated a draft policy and asked Board members to review and comment.

**(e) Black Bear Rally** – A great multi-road event. Only 2 DNF’s. Scores are posted.

**(f) Galway–Cavendish Forest Rally – Organizer Mike van Rees:**

- Supplementary Regulations are posted
- Road permissions are in and done
- Insurance application is in at the CARS office and is being reviewed
- Organizational meeting held last week.

The event needs 10 more HAM operators. They are offering a free entry again this year. It's shaping up to be pretty good. There will be two new spectator areas this year, due to change of ownership.

**(g) VP Performance report for June (July)** – Warren is looking now to Rallye Defi Ste-Agathe to arrange for permits and stewards. He will be sending a competition update at the end of the month.

Extra help will be in place for the Tech team, to scrutinize Production vehicles. A technical expert and long-time competitor has offered his expertise.

**(h) OPRC long-range plan (Ross)** – Warren spoke first as Ross had not yet joined the call. He asked the group to think about the number of rallies held per year, and the times of the year they are typically held. Should changes be made? If so, what should be changed? What are the barriers to change (if any)?

Ross said that the early summer rallies will likely be affected by the MNR's Species at Risk Act, particularly as regards the Blanding's Turtles. Their vulnerable period is from mid-May to July. This may necessitate changing the time of year or the roads used for these rallies (Black Bear in particular).

Re long-range planning, there are various options, such as introducing a new winter event, or organizing rallies in new locations. Warren suggested brainstorming by email amongst the BOD and club reps for ideas to get the discussion started.

**8) Growth Committee Report** – Christina said she would think about taking on this job, or will look for a name to provide. She will let us know in the fall.

**9) Legislative Affairs Report** – Nothing new to report.

**10) Scrutineer's Report – July 2011. Steve van Rees, RSO Chief Scrutineer.**

Lanark went well. There was a few offs, but no significant damage. The scrutineering was in a good location. I would like to thank everyone who helped with Tech.

Black Bear was also successful. All the DNF's were mechanical. This made for an easy day for me. The scrutineering building was adequate. It only had enough space to comfortably tech one car at a time. Thankfully, not everyone wanted to go at the same time. I again would like to thank the volunteers that helped.

Iain Fraser of Planet Motorsport has asked to donate some new turbo restrictor go/no-go gauges. Some drawings were made up and sent to him so the gauges can be machined up. They will be like the CARS set, but with a few modifications.

**11) Equipment Manager's Report for July 2011 – Ross Wood.**

The new RSO electronic timing equipment has now successfully been used at four events – the Lanark Highlands Forest Rally, the Black Bear Rally, the Rallye Baie des Chaleurs and the July MLRC Rallycross. In all cases we successfully provided accurate times for every car in every stage.

There certainly have been some challenges and it has been a fairly steep learning curve for the RSO Timing Team. For example, at Lanark someone placed a video camera on top of the transmitter box that communicates between the Flying Finish clock and the Finish Time

Control clock. That proved to be a no-no. At the Black Bear, we had transmitter problems again, which proved to be due to a broken solder joint. At the Baie we arrived to find that the organizers had over-reacted to or misinterpreted a criticism from CARS that several shutdown zones were too short in 2010, so we had to deal with one that was almost a kilometer long, two that were 700 metre, etc. That was beyond the transmitter range. Backup for this situation is to transmit the time from the Flying Finish to Finish Time Control by FRS radio. Even that was being stretched and we had to use HAM radio for several of the stages at the Baie.

Timing the Rallycross is different in a number of ways. The Start and Finish clocks have to be linked together to provide an ET for the run. That worked but horrendous dust gave some false readings. This can be worked out by the operators, but caused minor delays a couple of times to sort it out. We are looking into means of eliminating these various problems.

We are developing an 'Expert' team to travel to events to oversee setup and use of the equipment and to train operators. So far on that team we have Mark Newell, Christine Newell, Doug Hollands and Ross Wood. If you would like to join that team, contact Ross. Operators at events have taken to the equipment very readily. We are developing a list of proficient operators so that we can try to assure that at least one of those people is on every stage team eventually.

Most other RSO equipment needs have been put on hold, as cash flow is a bit tight due to the major purchase. See Pete Gulliver's mention elsewhere in the Minutes re donations.

## 12) New Business –

- (a) **RSO Notes-writing School – Ray.** He has approached a top co-driver about giving this school, and was given prospective dates in October. Ray will give us an update next meeting.
- (b) **Job descriptions – Jeannie.** Ray asked Jeannie to compile the job descriptions and send them to all Board members. The basic requirements are listed in each, but there may be additional information to flesh them out. Warren has up-to-date feedback to send.
- (c) **Executive appointments –** Nothing to report.
- (d) **Proxy and voting committee – Pete.** Several discussions have taken place, but the group is not close to achieving consensus or making a recommendation.
- (e) **Timing equipment for Rallycross – Ross.** Detailed reports on the timing system at Rallye Baie-des-Chaleurs and the MLRC rallycross were submitted to the Board. New members to the timing team are being sought and trained.
- (f) **RSO hats and magnetic door signs – Ross.** Hats have been given to the RSO timing team to identify them at events. Ross is looking for a reasonably priced source of material for the magnetic door signs. He will investigate some sources.
- (g) **RSO Policy item for immediate implementation – Pete.** That any RSO Board member competing in a Rally recuse themselves for the 'Duration of the Rally.' Rationale is that a Board member should not be perceived in any manner to be able to affect outcome of competition.

The Board and club reps discussed this at length. It was agreed that the Code of Conduct and GCR's prohibit any "favouritism" within the scope of competition. Furthermore, should a situation arise during the event when BOD representation is required, recusing the role of an elected official may limit the ability of RSO to respond effectively. After discussion it was decided that no action was required at this time.

- (h) **Buy a Clock Campaign – Pete.** The MCO is donating \$500 to the campaign, and the RSO thanks them for their contribution. This brings us to \$6,100.00 in donations from clubs and individuals. This money will go against the loan, with income from the events taking care of expenses.

### **13) Club News**

#### **(a) BEMC (per Bob McCallum)**

#### **(b) KWRC (per Christina Chinn)**

#### **(c) MCO (per Chris Pye)**

##### **General**

It's been a quiet month in terms of MCO rally events and will continue to be quiet until the next OPRC event in November. The Open Road Rally navigational series has cancelled the last two events due to low turn-out of competitors. Unusually, there were usually enough workers, but the participant count was low. However, our members have continued to participate in other clubs' events as competitors and volunteers.

MCO is donating \$500 towards RallySport Ontario's purchase of a timing system. This system was used at the Lanark Highlands Forest Rally and other regional rallies. The system's ability to time to the tenth of a second has proved crucial in deciding positions on some of these events.

##### **Last Month's Events**

The Black Bear Rally was held June 11. Martin Walter and Ferdinand Trauttmansdorff continued the success of Lanark Highlands by winning Class 5 and finishing 7th overall. They had a spectacular last stage, beating a number of Open class AWD cars in their 240SX.

#### **(d) MLRC (per Ross Wood)**

The Black Bear Rally (June 10 and 11) ran very well. A major road washout that was discovered on Wednesday caused a bit of concern, but thanks to a great bunch of volunteers, was all fixed up in time for the event. The new RSO electronic timing system provided accurate times for all cars in all stages. The only disappointment really was the low turnout of a mere 17 cars.

Crazy Leo with Martin Brady from the UK co-driving, set the pace for everyone to strive for but let the win go by checking in early at the final MTC. Class act all day, guys. So 1<sup>st</sup>

Overall went to Nick and Phil Narini (Subaru ) with a time of 1:08:48.84, followed by Nick and Kelly Mathew (Subaru) 1:09:44.73 with 3<sup>rd</sup> O/A (1<sup>st</sup> PGT) to Warren Haywood/Ray Felice (Subaru) with 1:09:45.68. So for the second time, the accuracy of the new timing system determined the podium. 1<sup>st</sup> Group 5 was claimed by Martin Walter/Ferdinand Trauttmansdorff in a Nissan and 1<sup>st</sup> Group 2 went to Ian Topping/Jeff Secor in a great sounding and performing Volvo 242.

A key hurdle for the Black Bear organizers is dealing with stipulations from the MNR regarding Species at Risk, specifically the Blandings Turtle, Eastern Hognose Snake and Whippoorwills. The SAR Act, which came into effect in 2007, has very clear guidelines re protecting these species. This will become even more restrictive for next year, so MLRC is considering a variety of alternatives for its Regional OPRC event. Stay tuned.

The Tall Pines route and schedule has been set. Watch for a real shakeup of the schedule. Mostly the same roads but used in different configurations and at different times of the day. All arrangements are falling into place and the Supp. Regs will be published soon.

The first MLRC FourStar Motorsports Summer Rallycross ran on July 10 and was a huge success with 36 entries. The course keeps getting better and better as a result of constant hard work and new material being added. It was an extremely hot, dusty day, but great competition ensued. The new timing system was also used at this event.

**(e) PMSC (per Mike van Rees)**

Membership is currently standing at 51 members.  
GCFR is coming along.

Bob English of the Peterborough EMS had to cancel his presentation in May due to illness. He rescheduled it for June at the EMS headquarters, with a presentation and tour of the facility.

**(f) TAC (per Rob McAuley/Dietmar Seelenmayer)**

**(g) SPDA (per Nuwan Dantinarayana)**

The SPDA "No Winter Maintenance Rally" route is finalized. Leg A is measured and CP's picked. Leg B is pending measurement. The 250 km total route will put us at around five hours of rallying. All of Section One and many other roads throughout the rally are CAS 72 km and above, which should be fun for all. The rally will run out of The Flying Spatula in Flesherton, Ontario, during daylight hours. Trevor and I are still arguing over the inclusion of this road as an "optional route" for the brave and foolish. It has a nice rocky base.

**14) Next Meeting – Tuesday, September 20, at 7:30 p.m. by teleconference.**