



Final Minutes

RSO Board/Executive Meeting – May 26, 2014 Minutes

LOCATION – Teleconference – Meeting @ 7:30pm

| NAME | POSITION | PRESENT |
|---------------------|---|----------------|
| Bruce Leonard | President | Yes |
| Peter Watt | CARS Rally Director for RSO | Yes |
| Warren Haywood | Vice-President – Performance Rally | Yes |
| David Maynard | Vice-President – Navigational Rally | Yes |
| Kelly Mathew | Secretary | Yes |
| Pete Gulliver | Treasurer | Yes |
| Ross Wood | Executive Assistant / Equipment Manager | Yes |
| Roger Sanderson | Webmaster | Regrets |
| Steve van Rees | Chief Scrutineer | |
| Vacant | Growth Committee | |
| Alasdair Robertson | Legislative Affairs | Regrets |
| Bob McCallum | BEMC Club Representative | |
| Martin Loveridge | KWRC Club Representative | Yes |
| Mike Koch | MCO Club Representative | |
| David Maynard | MLRC Club Representative | Yes |
| Pete Gulliver | PMSC Club Representative | Yes |
| Eric Brunner | St. LAC Club Representative | |
| Trevor Hancher | SPDA Club Representative | Yes |
| Dietmar Seelenmayer | TAC Club Representative | Regrets |

Agenda

1. **Approval of/additions to agenda** – Approved as amended – Maynard/Gulliver. Unanimous. Carried

2. **Approval of the minutes of the last meeting (April 28)** – Approved with addition of change to wording in Item 4. Mathew/Haywood. Unanimous. Carried

3. **Treasurer's Report – Pete.** Financial documents were sent in advance to the Board and Club members in on the call. Some discussion on the layout of the report.

Motion to accept Treasurer's Report as submitted. Gulliver/Maynard. Unanimous. Carried.

4. **CARS update – Peter Watt**

Canadian Association of RallySport Report to RSO Board May 2014

Items of possible interest to RSO from the CARS Board Meeting of May 14th, 2014

- a. *Standard business items to start regarding approval of previous minutes and financial update.*
- b. *RSO must appoint a regional steward for Tall Pines*
 - **Warren to appoint a 3rd Steward for Tall Pines – Will bring a few suggestions to the Board for approval**
- c. *Rally America is proposing (mandating?) a 32 mm restrictor for Open Class for 2015. This may have repercussions on entries. Several options were discussed. –*
 - **Ivan to receive a response from RA by June 1st as to their decision & it will be discussed further at the next CARS meeting. (June 11)**
- d. *A safety plan template for RallyCross is to be presented at the next (June 11) meeting by Terry Epp.*
- e. *Policy regarding model aircraft (camera platforms) on separate agenda item.*
- f. *Insurance concern regarding wheel to wheel racing at Shannonville and Sanair. TRC, RSO and RSQ Directors to discuss and formulate recommendations.*
- g. *Next meeting - June 11.*

Respectfully Submitted

Peter Watt

ACTION: WARREN TO PUT TOGETHER A FEW SUGGESTIONS FOR THE BOARDS' APPROVAL WITH REGARDS TO THE REGIONAL STEWARD FOR 2014 TALL PINES RALLY

5. **Old Business –**

- a. **RSO Website** – Still need to update 'secretary@' to Kelly's email address. Roger has emailed with no response. Roger will follow up on this.

ACTION: ROGER TO FOLLOW UP ON CHANGING @SECRETARY EMAIL TO KELLY'S EMAIL

- b. **OPRC Competitor Rep - Warren** Update on competitor rep applications and their responses to the email requesting them to identify how they can fulfill the position's requirements. Warren received reply from the 2 candidates Ryan Huber & Jeremy Norris. Ryan & Jeremy discussed the situation between them and would like to share the role if the Board approves.

Warren & Kelly had discussed (@ LHFR) the role of Competitor Liaison Officer that Kelly had witnessed at the 2014 Empire State Performance Rally, New York (NASA Event). The Competitor Liaison Officer was a person designated to assist with any issues the competitors had at the event. The person was an experienced competitor (in this case co-driver) who wasn't competing at the event but had a good understanding of the manner in which the events were run. He made himself available at parc expose, parc ferme, service, and at the start or finish of certain stages, especially if the stage was run back-to-back (eg. Monticello Race Track stages). He introduced himself before the rally started and it was his role to approach competitors and check if everything was ok, and he assisted with any problems we may have with regards to timing issues, questions, and formal inquiries/complaints.

It was suggested that perhaps Competitor Liaison could be part of the Competitor Rep duties.

It was also suggested by Peter Watt that we could utilize both applicants for the remainder of the season, but, for 2015, seeing as the candidate will be a representative of the competitors, the Competitor Rep should be voted in by the competitors themselves.

For remainder of season it was suggested that we introduce the Competitor Rep/liaison at events and see how else they can assist the VP Performance.

ACTION: WARREN TO DISCUSS WITH RYAN & JEREMY TO SEE WHAT THEY CAN COMMIT TO FOR REST OF SEASON AND SORT OUT THEIR ROLES

- c. **OPRC Rules 2014 – Warren** (Been under discussion via email) Approval needed on 2014 rules. The majority of the rule set has been approved with the exception of 2 sections. Still under discussion: Power point stage & restart rule.

- i. **POWER Stage Point (Rule 1.17)**

- The explanation for this rule was unclear in previous versions of the rule set so through email discussion the following was decided upon and approved by the board:

- 'A designated stage at each stand-alone OPRC event shall be identified as the power stage and a single additional championship POWER stage point shall be awarded to the fastest crew in each championship scoring class. The points awarded will be counted for the overall driver's and co-driver's championship and the 2WD championship for driver and co-driver. For non-championship scoring classes, the POWER stage point will be accumulated for the overall driver's and co-driver's championship only. Exhibition class competitors are not eligible for POWER stage points. The POWER points will not be*

accumulated in the Novice Driver's championship. POWER points do NOT count towards seed points.

NOTE: For the 2014 OPRC championship the OPRC POWER stage shall be run in conjunction with the "DMACK power stage" but are scored separately. The OSM DMACK Tyres POWER stage is designed to encourage competition up to and including the final stage of the rally. For this reason the final stage of all OPRC stand alone events shall be named in whole or in part the DMACK Tyres power stage and the winner be identified as the individual team to improve their speed factor to the greatest degree over the previous stages average. No competitor having used a re-start will be eligible for the DMACK Tyres power stage award. The award shall be awarded after the podium ceremonies by a DMACK or event official or their designate.

Suggestion was made to send out a bulletin to competitors with the explanation of the new rule & how it differs from the DMACK Power Stage. Warren to send out bulletin.

Discussion with regards to possibly changing name of "Power Point Stage" to further differentiate from the DMACK Power Stage. Suggestions to be passed around board for discussion.

ACTION: WARREN TO WRITE BULLETIN TO EXPLAIN NEW RULE TO COMPETITORS. TO RUN BULLETIN BY BOARD FIRST

BOARD TO THINK OF SUGGESTIONS FOR RE-NAMING THE NEW RULE INSTEAD OF 'POWER STAGE POINT'

ii. **OPRC Restart Rule "Re-Starting A Rally – Rule 6.0"**

After discussing the purpose of the re-start rule and correct wording of it, the following was decided upon as rule 6.0 Restarting A Rally:

6.1 General

a) For an OPRC stand-alone championship listed performance rally event, a crew which has failed to complete a special stage may re-start the rally from the start of the next appropriate stage provided that they have expressed their intent to restart to the Clerk of the Course, and the Clerk of the Course or their designate identifies at which point the crew may re-enter the event;

b) When a retirement is on stage, that stage time will not be recorded. When a retirement occurs on a transit of the rally, the previous stage time shall not be recorded;

c) In the case of exclusion under 15.14 of the NRR's, the team concerned will be allowed to restart as per section 6.1 of these regulations. No change of the registered crew is permitted. The time penalty shall be applied to the TC at which the competitor concerned has exceeded the maximum permitted lateness.

6.2 Conditions for Re-starting a Rally

a) To re-start the rally, the vehicle must meet the following requirements: a) Pass inspection from the chief scrutineer or their designate, and b) The same body shell must be used;

b) 6.0 does not apply to the last stage or transit of the rally.

6.3 Penalties

For each time a crew uses 6.0 to re-start a rally, a time penalty will be applied. This time penalty will be as follows:

a) For any stage missed a 5 minute penalty shall be assessed;

b) The competitor's stage time shall be calculated as follows: For each stage missed the stage slow time plus PLUS 5 minutes shall be assigned.

6.4 Re-start position

a) A crew which will re-start a rally shall be placed in their appropriate start position for the rally unless deemed otherwise by the Clerk of the Course.

Re-Start Discussion notes –

- Make it clear that the restart rule cannot be used on the last stage or last transit of a rally.

- Currently the OPRC restart rules differ from CARS rules. Where an OPRC event is held in conjunction with a National event (eg. Tall Pines), CARS rules will apply. **Peter Watt does not agree with the National and OPRC Re-Start rule being different.** Feels it will give one competitor an advantage over another throughout the season. Other opinions are that the CARS rule is too heavy of a penalty for stages in a Regional event. (CARS re-start penalty **-Fast time + 10 mins-** was designed to have the penalty big enough to make it fair)

- 2 stand-alone events left this season. Suggestion made to try out the penalties during these next two events & see how it works out.

- Discussion to be had with scorer Roger Sanderson with regards to visual aspect of the penalties – How can it be displayed in the results in order for competitors to distinguish the location of the re-start penalty?

ACTION: WARREN TO TALK TO ROGER WITH REGARDS TO PENALTY DISPLAY

WARREN TO CLEAN UP RULE SET TO TAKE INTO ACCOUNT THE NEW WORDING OF THE RULES AND RESEND TO THE BOARD FOR APPROVAL

6. ORRC Report – David

a. 50th Anniversary Blossom Rally

The Blossom Rally also included event #2a and 2b of the Toyo Tires Saturday Night at The Rallies. A total of 20 teams started at the Waterloo Rod and Gun Club and rallied westward to end up at the Salford Community Centre where a fine banquet was served. The Expert winners were Brian Maxwell and Louis Cabardos, Intermediate was won by Ryan and Guy Boudreau and the novice victors were Bryce Deathe and Chris Armstrong. Jeff Lantz filled us in on the history of the Blossom Rally from the first run put on by the Corvair Club in 1964 to the 50th running on June 10th. Dennis Wharton's rally instructions were once again both interesting and challenging. KWRC continues to put on well run, fun and challenging rallies.

Dave commended Martin & crew, saying it was a lot of fun. Bruce agreed that it was a great event.

- b. On May 25 KWRC somehow managed to find the time to put on a fundraising rally for Girls Inc of Halton starting in Milton. Only had 11 entries, although Martin pointed out, it's the same amount of work whether its 5 cars or 50. All promotion is left to Girls Inc. of Halton, and if they ask for help again in the future, KWRC will still be very willing to help them.

c. Upcoming Events

- i. June 7–SNATR #3 starting at the TA Travel Centre in Woodstock
- ii. June 21-Toronto Autosport Club presents the Discover Ontario Car Rally. After a few years running out of St. Catharines, in keeping with the rally's name, Brooke Jacobs has this year's edition starting at the On Route on Highway 400 in King City.

7. OPRC Report – Warren

a. Stewards Report for Lanark Highlands Forest Rally (LHFR)

Has been suggested before that with LHFR being the first gravel OPRC event of the season, the topics that are usually covered in the 'Novice' meeting should be covered in the *mandatory* driver's meeting, to serve as a reminder to all competitors, the rules regarding triangle usage, accident procedures and disabled vehicles being left on stage.

ACTION: MAKE IT A POINT TO INCLUDE A MANDATORY SAFETY REMINDER MEETING AT LHFR WITH IT BEING THE FIRST GRAVEL EVENT OF THE SEASON.

b. Next OPRC events – Black Bear Rally & Galway Cavendish Rally

Lots of social media surrounding them both

i. Black Bear Rally - Dave

Recruiting for Black Bear is continuing, to date 29 volunteers have signed up.

With Black Bear running on several roads 60 or more workers will be needed. If

you are interested in helping out please contact David Maynard at blackbear.volunteers@mlrc.ca

ii. **Galway Cavendish Forest Rally – Pete**

New road introduced for 2014 in addition to regular stage.

Moving ahead with current stage plans on basis of approval with letters being sent to landowners with 60 days notice

Landowners will have access to new road but they need to let organizers know in advance.

There are both landowners and lease owners on the new road

ATV Trails? Yes, one major trail intersects the new stage road – Both clubs that have rights to those trails have been emailed & notified, as well as asking if they had any trail marshals to work with the organizers. (ATV group may be more inclined to listen to trail marshals versus rally marshals).

Ross to pass on contact info for a couple of ATV guys that he knows in that area

ACTION: ROSS TO PASS ATV CONTACT INFO ON TO PETE

c. **OPRC Results – Warren**

Results post LHFR are done but just waiting on confirmation from a couple of clubs to finalize

d. **CDNrally.com – Warren**

Very good coverage of LHFR. Some great comments about the event from winner Sylvain Vincent talking about the stage road itself.

Trying to get CRC to share the footage etc but has had no response yet.

8. **Legislative Affairs Report – Alasdair**

Nothing to report

9. **Scrutineer's report – Steve van Rees, Chief Scrutineer**

May 2014 Scrutineer's Report

-The Lanark Highlands Forest Rally was a successful event. Scrutineering went smooth and there were only a few small problems found during scrutineering.

-Thanks to Chris P. and Darryl M. for helping with scrutineering, and Darryl again for looking after the service area on Saturday so I could work the stages.

- There was one incident during the rally. Car 10 rolled on stage 3. The car had cosmetic damage but no damage to cage.

Steve van Rees

Chief Scrutineer

10. **Equipment Managers report – Ross Wood**

Timing went ok at LHFR

Team is set for BDC

Newells are continuing to work on new cables (received email confirmation from them today May 26 2014)

11. Growth Initiatives –

a. “Rally Canada” and Facebook pages

Reply from Rally Canada after an inquiry as to who they were:

“We are three young guys from Maniwaki, our names are Joel, Vincent and Emile. We all grew up with the Perce-Neige and our interest in the sport has grown a lot over the last few years. We've done volunteer work, spectating, media, Vincent was a competitor as a co-pilot and we were the 000 car at PN this year. We try to cover all Canadian and American events as best we can and we wish to be more and more live on site in the next year or so. We try to bring different angles and exciting content to enthusiasts from everywhere. We're very lucky to have such exciting championships here in North America and we wish we can share our love for the sport with the world. Slowly but surely we are building interest in the page and have exciting projects for the future.”

No issues with them currently. Perhaps we can get them to link directly to GCFR Facebook page directly (& other official pages)

b. Organizer Handbook – Ross

Ross & Jeannie had been working on a checklist for organizers, however, should it be more than just a checklist? Looking for tips & suggestions. Peter Watt will take a look at it & will go from there.

ACTION: KELLY TO OBTAIN FILE FROM JEANNIE AND FORWARD TO PETER

12. New Business –

a. Model Aircrafts at events – Peter

Paper that Keith Morrison crafted with regards to Model Aircraft:

Commercial Operators

Where the aircraft is being used in the production of a commercial product, the operator must have a Special Flight Operations Certificate

(SFOC) issued by Transport Canada for the event. Generally these certificates are event specific, but Transport Canada does issue blanket certificates to established operations.

In addition, the operator must show proof of liability insurance coverage that provides coverage for model aircraft operations and matches the coverage in the event policy.

Recreational Operators

Where the aircraft is being used for recreational purposes, and without compensation, no SFOC is required. However, the operator must still provide proof of liability insurance coverage for model aircraft operations that matches the coverage in the event policy.

Insurance note: Model Aeronautics Association of Canada MAAC.ca If you have recreational operators who need insurance, membership in the Model Aeronautics Association of Canada (\$80 annually) provides a \$5 Million liability policy. The only requirement is that the operator have the permission of the landowner to fly from the location.

If there is any doubt about the right certifications or insurance coverage, organizers should not let the aircraft fly

- i. When operator is located on land that the event has not asked permission to access, the operator must obtain permission from landowner.
- ii. When operator is located on land that event has permission from landowner to access, it is the event's responsibility to grant permission to the operator.
- iii. A blanket "Media MNR Form" was suggested to cover all media & model aircraft operators.

b. OPRC Permanent Car Numbers – Peter

Permanent car numbers was discussed as it will be a topic being brought up at next CARS meeting. Number of pros & cons to the idea, with the largest pro being it allows marketing opportunity for a certain car number.

Peter doesn't believe it's a safety issue because once a re-seed has taken place, car numbers are generally out of order anyway.

All agreed that it should be a topic to be discussed further. Peter will take it to CARS meeting first.

13. Club News –

a. British Empire Motor Club (BEMC) (per Bob McCallum)

b. Kitchener–Waterloo Rally Club (KWRC) (per Martin Loveridge)

May KWRC hosted our 50th Anniversary Blossom Rally. The organizer, Dennis Wharton had this to say:

"The 50th Blossom was a large undertaking by KWRC and like so many of our events, it was huge success. I can only think of two small trip ups, neither of which caused any problems for competitors. And for each of these bobbles, I can name 50 things that went right.

I was particularly pleased about the participation of Richard Sharpe - most of you won't know Richard by name but those of us active in the 1980's remember that he was one of the fastest stage rallyists back in his day and an absolute gem to be around. We missed him when the other parts of his life moved rallying to the back burner, but now that he's reemerged, I hope we see more of him. I was also pleased to see the old team of Dave Kennedy/Doug Hollands back again, and their score showed they still have a lot of the right stuff.

In the marshall group, I was pleased to see both Ean Robertson and Doug Green come out and help - both had a chance to reacquaint themselves with old friends - Doug has already volunteered to help at Halton Girls and a week later Ean and I are heading down to Pennsylvania for this years STPR..

Putting on a properly done ORRC is a ton of work and KWRC is blessed with a co-operative spirit that spreads that workload out. Martin does a phenomenal job of taking my wild and crazy ideas and making them workable. Roger and Lynda greencrewed and found and corrected all the little inconsistencies that drive navigators batty. Then there are the marshalls who can make or break the best laid plans - you all made them. Blossom 2014 is an event all KWRC can be proud of. To those crews who didn't make the rally - that's too bad - you missed a good one."

We also hosted the Girl's Inc. of Halton charity rally. The event was headed up by Alan but with major support from MLRC and SPADA. The usual suspects all came out to help and made a good event. The entry list was a little thin but everybody seemed to have a good time. A big thank you to Alan, Bruce, David, Roger, Lynda and everybody that make the event work.

We had a fun meeting in May with stories from Empire State Performance Rally and LHFR where KWRC teams were doing well. The next SNATR is June 7th and the next club meeting is June 12th. See you there.

c. Motorsport Club of Ottawa (MCO) (per Mike Koch)

d. Maple Leaf Rally Club (MLRC) (per David Maynard)

i. Can-Jam Motorsports Rallycross Championship:

The next Rallycross event is June 22.

ii. Black Bear

Recruiting for Black Bear is continuing, to date 29 volunteers have signed up. With Black Bear running on several roads 60 or more workers will be needed. If you are interested in helping out please contact David Maynard at blackbear.volunteers@mlrc.ca

e. Peterborough Motor Sports Club (PMSC) (per Pete Gulliver)

PMSC will be holding two Poker Runs and Scrabble Runs over the Summer June 25 and July 23. These Fun events proved very popular with members the last couple of years.

The serious side of Rallying is the 13th Annual Galway Cavendish Forest Rally August 8th and 9th in Catchacoma Ontario (near Buckhorn).

After years of requests and negotiations MNR gave permission May 20th allowing us of an additional 10km section of Fire Access Road. One of those quirks the road is Fire Access Road at one end and a double barreled name from the other F.A.R & Loom Lake Road (that is LOOM) The Loom Lake portion is more like a traditional Forest road unlike the F.A.R . Loom Lake Road has never been used for Performance Rally and will be a great challenge to Teams.

We like LHFR will be using MotorSportsReg for registrations. We listened to your concerns and have worked with MSR on recreating entry process so that it will be less painful than LHFR version. We would like to thank Roger Sanderson for using his considerable talents to make the needed changes.

GCFR web site is up and running <http://pmscrally.com/gcfr/> Content will be added as it becomes available.

f. St. Lawrence Automobile Club (St. LAC) (per Eric Brunner)

g. Subaru Performance Drivers' Association (SPDA) (per Trevor Hancher)

This past weekend there was a beginner friendly lapping day at the Driver Development Track, Canadian Tire Motorsports Park. 80 cars turned out and everyone did well. Nothing else to report.

h. Toronto Autosport Club (TAC) (per Dietmar Seelenmayer)

Motion to adjourn: Watt/Maynard. Meeting adjourned at: 10:30pm

14. Next Meeting – Monday, June 23 at 7:30pm by teleconference