



Workshop
Saturday, November 14, 2009
9:00 – 12:00

Agenda

1. 2010 Schedule

- ????? ??/?? CASC Race School – Shannonville Motorsport Park
- April 23/24 St. LAC/CASC/SMP Spring Fling – Shannonville Motorsport Park
- May 1/2 MCO Race School – Calabogie Motorsport Park
- May 8/9 BEMC Spring Trophy – Mosport International Raceway
- **May 22 CASC/Mosport – Sundown GP (GT) - Invitational**
- May 29/30 DAC Trillium Trophy – Shannonville Motorsport Park
- **Jun 11/13 CASC/Mosport - High Octane Weekend (OFFC)**
- Jun 18/20 VARAC Festival – Mosport International Raceway
- Jul 3/4 BARC Grand Prix of Ontario – Mosport International Raceway
- Jul 24/25 MCO Ted Powell Memorial – Calabogie Motorsport Park
- Aug 7/8 BARC Touring Trophy – Mosport International Raceway
- Sep 4/5 ???? – Mosport International Raceway
- Sep 18/19 BEMC Indian Summer Trophy – Mosport International Raceway
- Oct 2/3 CASC/Mosport Celebration – Mosport International Raceway

Due to a scheduling conflict we are still working on a final date for the CASC-OR Race School.

The St. Lawrence Automobile Club has offered to partner with CASC and SMP to put on Spring Fling. John Kinnear and Ralph Frisken will be the event organizers. Only 159 days left!

The May 22 race is not a points race.

The June 11/13 weekend would only host the OFFC, but may be problematic if the Canadian Grand Prix returns and if there is a Formula Ford race.

Sep 4/5 weekend does not yet have an organizer.

July 3/4 and Sep 4/5 are in jeopardy due to the reduced number of classes running. We will continue working on possible solutions (some of which will be discussed later in this meeting)

2. GT Challenge Series

In 2010 there will be a new regional racing class – the tentatively named GT Challenge Series. As Richard Foegele was the driving force behind doing the research and presenting a draft rule set, he was asked to speak to this item. More information will be available on the forums shortly.

3. Confirmed rule changes

- a) Location of corporate sponsor decals
 - *new rule specifying the acceptable area for application of these decals*
- b) Glove rule
 - *rule being rewritten to provide additional clarity of intent*
- c) Gas cylinders
 - *rule being reinstated and written to comply with Ministry of Labour standards*

4. Proposed rule changes

- a) Driver name decals on cars
 - *adds interest for spectators and allows for more accurate vehicle identification*
 - *need to decide on location and number*
- b) Endurance rule re number of crew allowed in pit lane during refueling
 - *being rewritten to correlate the maximum number of crew members with the type of refueling equipment being used*
- c) Breakouts
 - *explanation of the difficulty establishing accurate breakouts at one-off tracks*
 - *information with regard to the inversion of classes that occurs*
 - *consensus that since breakouts define the class they are required*
 - *discussion of the severity of reclassification at one-off tracks*
 - *Cindy to recalculate breakouts for SMP & CMP for 2010 based on 2009 data*
- d) Scoring in open-wheel classes
 - *Cindy questioned whether scoring should be changed to score 6 race weekends to allow overall open-wheel champion based on participation at one of each regional organizer's events*
 - *consensus is to maintain the status quo*
 - *question arose about current scoring in OFFC, to be clarified for 2010*
- e) Number of cars on-track at one time
 - *further investigation warranted as FIA method of calculating this information sometimes provides very different numbers from our current method*
 - *impact is detailed in this table*

Track	Method of calculation	Result	Difference
Mosport	<i>Current</i>	61	
	<i>Closed-wheel per FIA</i>	47	<i>14 fewer cars</i>
	<i>Open-wheel per FIA</i>	37	<i>24 fewer cars</i>
SMP – Long Track	<i>Current</i>	62	
	<i>Closed-wheel per FIA</i>	47	<i>15 fewer cars</i>
	<i>Open-wheel per FIA</i>	37	<i>25 fewer cars</i>
SMP – Pro Track	<i>Current</i>	38	
	<i>Closed-wheel per FIA</i>	36	<i>2 fewer cars</i>
	<i>Open-wheel per FIA</i>	29	<i>9 fewer cars</i>
CMP – Long Track	<i>Current</i>	78	
	<i>Closed-wheel per FIA</i>	54	<i>24 fewer cars</i>
	<i>Open-wheel per FIA</i>	43	<i>35 fewer cars</i>
CMP – Stadium Track	<i>Current</i>	43	
	<i>Closed-wheel per FIA</i>	40	<i>3 fewer cars</i>
	<i>Open-wheel per FIA</i>	32	<i>11 fewer cars</i>
CMP – West Track	<i>Current</i>	34	
	<i>Closed-wheel per FIA</i>	36	<i>2 more cars</i>
	<i>Open-wheel per FIA</i>	29	<i>5 fewer cars</i>

5. **Advisories**

- a) Anne McCallum is willing to stay on as Region Registrar in 2010
 - *this announcement received a very enthusiastic response by all present*
 - *role may be somewhat reduced at race weekends due to other commitments*
- b) Honda Fit engine (OFFC)
 - *being proposed by SCCA – not being entertained by OFFC for 2010*
- c) Cars that meet or exceed CASC-OR specs but are technically non-compliant
 - *ie Porsche homologated by FIA running with side window but no net*
 - *these vehicles need to be identified well in advance of race weekends to allow a proper investigation as to their eligibility*
- d) Equipment with expiry dates/usage restrictions
 - *competitors need to pay attention to any equipment with a specified lifespan*
 - *also to usage restrictions ie fuel cells not to be run with ethanol would preclude pump gas containing ethanol*

6. **Increase eligibility scrutineering in spec classes**

We are reviewing methodologies, purchasing equipment and training to perform increased eligibility checks in F1600 and FV1200.

7. **Formula Libre / Formula Classic**

How do we encourage increased participation?

- *suggested return to a 'class' structure per old CASC regulations - defeated*
- *suggested a reduced number of events - defeated*
- *'Showcase' weekends on July 3/4 and Sep 4/5 weekends where additional promo would be provided to this 'class' in return for a guaranteed maximum entry - approved*

8. **VARAC rule synchronization**

Need to ensure that we are meeting our mandate of an acceptable level of risk and also not setting up discrepancies (ie window nets vs arm restraints, battery containment, breakouts, running lights, standard of roll bar attachment). Ideal would be that only one rule set be published on the CASC-OR site with a link to that being created on the VARAC website.

9. **Communication between CASC-OR and competitors**

- *a hot-button issue in 2009*
- *need to standardize where information is found*
- *construction of website only allows easy posting on the Road Racing page*
- *until this is fixed (a long-term undertaking) information will be posted on Road Racing page with an announcement about the posting in the forums*

- *problem areas with information posting and suggested improvements:*
 - *results will be calculated again by Bill Bryan with target for posting within 3 days of the end of the event*
 - *schedules and supp regs need to be published as approved (30 days before an event)*
 - *publish all penalties imposed*
 - *publish the results of appeals*
- *problems with obtaining information on the event weekend; use the CASC trailer as a central information site*

10. **Officiating**

An explanation about the process for dealing with on-track incident/behaviour issues was provided:

- *Marshals – are not tasked with observing on-track behaviour*
- *Observers – we haven't been able to recruit any*
- *Stewards – can only respond to information they have been provided*

Also not every marshal & steward has competition experience or an in-depth understanding of physics. This may create an information gap that affects the outcome of decisions. Stewarding group has been offered the chance to participate as students at next year's race school to provide added background experience.

The only other group having a clear view of on-track situations is competitors. Any driver who witnessed an incident or who might have videotape of an incident should announce that fact to personnel at the CASC trailer immediately after the session in which it occurred.

Will also establish a driver advisory committee to help in two areas: bridging the information gap for marshals & stewards AND acting as a clearing-house for ongoing behavioural issues.

11. **Other**

- *Chris Haley inquired as to whether F4 would qualify for championship class status in 2010 due to this year's participation levels*
- *Dave Darrow contributed two pairs of Leafs hockey tickets for a draw. Lucky winners were Nicholas Krikorian & Stephen Adams*