**Meeting Summary for Ice Racing Meeting (generated by AI)**

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**Calls to action:**

1. Organizing Clubs to each consider acquiring a tractionizer for their members' use
2. CASC to arrange and maintain one tractionizer available for pre-tech weekend and season
3. Kin to send bill for second half of the season
4. Tom/Kinsmen to remodel starter stand and washrooms with $94,000 grant
5. James Craig to take back all old lights and charging system equipment
6. Ashley to implement new car identification system for tech inspection using sequential numbering instead of competitor numbers
7. Organizing Clubs to review and collect old helmets (2025 expiring) for potential passenger use
8. Ted/Organizers to reword studded tire rules and create approved tire list with grandfather clause
9. Organizing Clubs to recruit and train new clerks and stewards specifically for ice racing events
10. Organizing Clubs to find new Ice Race Director as Ted will not continue after next year
11. Organizing Committee to review and plan promotion strategy for Street Cup class for 2026 season
12. Ted/Organizers to implement random draw system for qualifying race starting positions

**Summary**

**Kinsman Club Ice Maintenance Plans**

Ted thanked the Kinsman Club for building and maintaining the track. Tom Prentice (Kinsmen) requested we revise our rules and return to a single height snowbank for safety and cost-saving reasons. He advised that the Kin have a grant for $94,000 to remodel the washrooms, which would require storing the batteries, charger, and lights elsewhere for the summer. Tom suggested using a snowmobile trailer or renting a container for storage, and offered to store the items in his compound. He also mentioned the Kin will be upgrading the starter stand to provide a better storage space for CASC-OR once the work is done. Lastly, he suggested that the old light batteries could be turned in through minor hockey for the kids to make some money.

**Event Success and Organizer Roles**

Ted discussed the success of this year’s series. He polled the room and confirmed that in 2026 the Sunday start time will now be 11 am.

**Rubber to Ice Division**

Ted discussed the need for tractionizers for the rubber-to-ice division and suggested that each car club should have one. He proposed that the CASC-OR may also acquire a tractionizer to be available for pre-tech weekend. If we do, someone has to assume responsibility for it.

**Ice Racing Tire Rules Discussion**

Ted led a discussion about studded tire rules for ice racing. The team considered clarifying the existing rule or introducing a list of approved tires to ensure fairness and protect the ice. They decided to reword the rule to include a list of recommended tires, with permission required from the Chief Scrutineer or the Ice Racing Director BEFORE any tires not on the list are allowed on the track.

**Lexus Sport Cup entries**

The team discussed the low turnout of Lexus sports cars, considering whether to continue the exception in the rules. Rino suggested that the rental process might have discouraged some competitors, as experienced drivers were required to accompany renters. The meeting decided to allow the Ice Event Organizer committee to make the final decision regarding LSC for 2026.

**Rookie and Temporary License Driver Procedures**

The group discusses procedures for rookie and temporary license drivers, focusing on safety requirements and training. Ted lead a discussion about whether temporary license drivers should require experienced co-drivers, while rookies with full licenses currently don't need them after their initial training. The group discussed moving the rookie training session from lunchtime to early morning, but concerns about track conditions and daylight hours prevent this change. While the temporary license program has been running since 2018, there is uncertainty about its effectiveness in bringing new permanent drivers to the sport, as no statistics have been tracked.

**Ice Racing Rules and Challenges**

Ted and Rino discussed the rules and challenges of ice racing, particularly regarding the assignment of numbers to drivers rather than cars. They considered the implications of this system, especially for rental cars and drivers who share cars. Ted suggested assigning permanent numbers to rental cars to simplify scoring and avoid confusion. The team also discussed the possibility of offering a temporary license for those who want to try ice racing for a weekend or a day. Ashley proposed renaming the temporary license to better reflect its one-time use. The team agreed to revisit these issues off-season and consider changes for the next year.

**Street Cup Racing Experiment Review**

Ted discussed the Street Cup racing experiment, noting that it may not have generated enough interest or revenue to continue. He suggested simplifying the class for the 2026 season, possibly by using automatic transmission cars and reducing the cost. Ted also mentioned the need for additional promotion for the class. The team agreed to continue the Street Cup experiment in 2026 with a focus on simplification.

**Qualifying Race Lineup and Passenger Rules**

A suggestion from the floor was made to change the starting lineup for the qualifying race from the points leader to a random draw, The motion was seconded and carried. Discussion followed about passengers, stating that they should be allowed to ride with any driver as long as they have signed the waiver.

**Vehicle Tracking and Revenue Sharing Model**

Ashley and Ted discussed the need for a more organized system for tracking and identifying vehicles at the racing events. They agreed on the idea of assigning unique identifiers to each car, which would be easier to track and manage. Ted also suggested assigning specific areas for spectators to park their cars to reduce chaos and confusion. Additionally, Ted mentioned the need for new helmets for road racing in 2025 and the possibility of collecting old helmets from racers. Ted also announced that we used a new revenue-sharing model for 2025 for the clubs, where major expenses are being be paid first and any remaining revenue would be divided equally among the clubs. The clubs were expected to receive a couple of thousand dollars each, depending on the number of entries for the next weekend's event.

**Volunteers Needed for Ice Racing**

Ted emphasizes the critical need for more volunteers to become clerks and stewards for ice racing events, warning that without additional support, events cannot continue to run. He explains that volunteers can be trained specifically for ice racing without needing road racing experience, and suggests that giving up one race weekend to volunteer would help solve the manpower shortage. Ted also announced that next year will be his last as president and ice race director, stressing the importance of finding a passionate successor who believes in growing the sport, while noting that the current season broke even financially after significant losses the previous year.

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