

Attached below are minutes from the last RSO meeting. Please note that the next meeting will take place on MONDAY, DECEMBER 15TH, at Paul Henshall's home, 123 Sundridge St., Brampton, Ontario, L7A 1J8, from 7:30 - 10 pm. Dinner will be available from 7 pm. Please RSVP by return email for dinner portion.

Thank you

Nina Schafrick, RSO Secretary

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**MINUTES - RallySport Ontario Meeting - November 16, 2003**

**PRESENT: Ray Felice, Roger Sanderson, Ross Wood, Sandy Hygate, Peter Gulliver, Peter Watt, Nina Schafrick, Ryan Huber, Craig Hamm, Kim Sparks, Terry Epp**

1. Meeting start 12:30 pm. Additions to agenda: 14) Insurance update.

Agenda otherwise approved.

2. Minutes of October 20/03 meeting: Minutes still not being received in a timely manner. Will impose deadline for corrections in attempt to distribute quicker. Minutes otherwise approved.

3. CASC-OR/RSO: Welcome Terry Epp, President of CARS, who will give a history of CARS and revenue sharing agreement with CASC-OR, a copy of which is distributed to board members. Current contract distribution is as follows:

1. ASN Canada FIA + CASC-OR

2. ASN Canada FIA + CARS

3. CARS + CASC-OR

Before 1991, CASC (National) was the sporting authority in Canada for the FIA and rally was within CASC. CASC comprised of 5 territories – Atlantic, FAQ, CASC-OR, CASC-West and CASC-BC. A conflict arose over who would get the sporting rights for the Canadian Grand Prix. CASC had an opportunity to sign with Molson's as a sponsor for the event, and went to FIA (who gave the race sanctions) to get approval. Labbatts also wanted to sponsor event, and went to Bernie Ecclestone (who had the teams and drivers). Result was that the event would have been sponsored by two competing breweries and stalemate arose. Bernie wanted to take sporting authority away from CASC to end stalemate. FIA then appointed an individual – Benoit Mailleux (sp) and sanctioning powers (ASN) for Canada turned over to this individual. Benoit called the organization ASN Canada FIA, and asked Roger Peart to run organization. CASC was displeased, and not all of its regions were going to sign with ASN Canada FIA Paul Cooke established Western Canadian Motorsport Association (WCMA) for all of western Canada. Benoit agreed to give amateur sporting authority in west to WCMA, being Regional Racing, Solo, Karting, and Rally. ASN Canada FIA approached Ontario region and wanted them to sign with ASN. CASC-OR agreed to sign (after a secret meeting of 5 race club president and the executive of CASC-OR). If it happened there would be no national authority for rallies and rally would be divided into regional bodies. CARS had been formed just in case a national rally body would be needed and CARS was acting as organizing committee for Ontario's Rally of the Voyageurs. One by one the Voyageurs organizing committee resigned and appointed a CASC National Rally Committee member in their place, so now they had national authority for rally and CARS was born. They signed up 76 people as the charter members of CARS and they continued to run rally across Canada.

ASN Canada FIA did not like what was happening since CARS would not sign with them. ASN Canada FIA signed up eastern Canada and that became ARMS. ASN Canada FIA also signed with FAQ and now had 4 territories, but rally was now outside of organized motorsport and operating on their own. CARS needed to change its bylaws to reflect their national perspective. They

required that license holders be members of clubs. ASN Canada FIA continued to want CARS to return to the regions, but CARS refused. ASN

Canada FIA continued to be recognized by FIA, who were mainly concerned with racing as major source of money. After much brow-beating, CARS finally met with ASN Canada FIA.

In the end, CARS agreed to sign with ASN Canada FIA with the condition that all rallysport would be assigned to CARS only and that CARS sign agreements with the ASN territories. CARS also agreed to abandon direct membership and institute a club membership concept. CARS would not be an ASN territory and all CARS member clubs in Canada would have to be members of an ASN territory. CARS had already begun to create GCR's, licences and procedures. CARS has mandate for all rallysport in Canada including national rally championships.

CARS now needed to reach agreements with the territories. The first agreement was with CASC-OR regarding licence revenue sharing. This later became cumbersome, so they discontinued sharing revenue from licences, but other revenue sharing (club member levies) was agreed upon, as per existing contract between CASC-OR and CARS. By signing the original agreement, CASC-OR validated the ASN Canada FIA contract that gave rally in Canada to CARS. CARS quickly reached similar agreements with ARMS and WCMA. CARS could not reach an agreement with FAQ as Quebec did not want to give sanctioning power to CARS. FAQ has a seat on the ASN Canada FIA advisory board, as does CARS. The 27 clubs that are members of CARS control all rallysport in Canada. CARS member clubs, by 5 regional divisions, appoint the five directors of CARS. Each CARS director is responsible for rally where they were elected and could form committees/organizations to do affect this. In Ontario, RSO was set up. RSO needed a committee, whom were elected according to RSO bylaws established on incorporation. RSO incorporated to protect directors under Corporations Act. All member clubs of CARS must have ASN Insurance. If a club has trouble paying premiums, they can ask CARS for help and who are prepared to pay.

Current revenue sharing agreement with CASC-OR was altered twice, but not formally changed. Agreements were made in principle and were verbally changed. Terry believes if RSO can become closer to CASC-OR, there will be some advantages, however certain protections need to be built-in so that race clubs don't end up running rally. RSO has not recognized enough advantages in aligning with CASC-OR at the present time.

RSO has attempted to meet with CASC-OR president but has been unsuccessful to date. RSO requires meeting before considering any further alignment with CASC-OR. RSO may prepare an agreement with CASC-OR for signature of CARS President to ensure desired protections if further advantages to alignment are proven.

#### **4. Treasurer's Report:**

a. Current: Bank \$32,568, Accounts Receivable \$630, Fixed Assets \$10,543, Liabilities \$2,026, Road Damage \$19,906, and Members' Equity \$19,906.

b. Based on request from TAC, income is stated by event on profit/loss statement. (Note: error on restated balance. Will be corrected at next meeting.)

c. 2001-2002: Reviewer could not attend meeting. Had computer problems, but will be able to finish previous year's books by end of this week. Full report expected by next meeting.

5. Correspondence: Letter from Motorsport Distributing Inc. sent to RSO and various club presidents read aloud. MDI will be unable to continue Silverstone contingency plans for rallies in 2004. Issue with advertising rules as well as cost vs. revenue. Ray will take to CARS board for further discussion.

#### **6. CARS update**

a. Rallye Charlevoix : no response to date as to request to submit a proposal as to viability, planning, and scope of event. Ray has learned that Gaetan Tremblay is working on it and rough draft will be available shortly.

- b. Defi: B. Gilles Lacroix sent email regarding change of event date. He is now content with the situation.
- c. Safety plan: French language version arrived, some work to do to existing sections to be readied for printing.
- d. 2004 rule changes proposals: no report submitted. Too late to send out to sport, therefore will be no changes save for any updates, ie. calendar, championship winners, lifetime points, or rallysprint rule changes being considered as above.

e. Approval for 2004 on licence and permit/bond fees to remain unchanged.

7. **Marshal training:** MLRC hosted first marshal training on Oct. 21/03, 7:30 pm at the Musket restaurant in Etobicoke. An excellent response and a turnout of 50 people. Official RSO committee formed: Ross Wood, Rich Sullivan, Martin Loveridge, Alasdair Robertson to put together full program. No certification available for those who don't take the course. Seasoned organizers can learn of frequent omissions, new safety plan among other things.

8. **Proposed Budget** for 2004: Ray has created a draft budget of proposed expenses, distributed to meeting. With input of those in attendance budget was balanced and approved. T-shirts may be potential source of income; idea to host RSO-sanctioned rally school in Ottawa or points east, as potential source of income.

#### 9. **OPRC** -

a. 2004 GCFR: Date is not good for organizers. Peter Gulliver submitted calendar prepared by Robin Fleguel with dates of performance events, including international. October 16th looks good, as Charlevoix probably not taking place. Will submit new date to orgs. and let us know.

b. Tall Pines – 55 entries to date, 120 VIP packages sold, should be fabulous event Nov. 21-22.

#### 10. **ORRC**

a. Upper Canada: Took place Oct. 25. Entries down a bit because of Pines workday. 14 cars, good event. Thanks to everyone who participated.

b. President's Prize: Nov. 15. 24 entries, including club class. Good event, thanks to all.

c. Frostbite: Dec. 6, 30-car limit may be extended. Running on un-maintained roads. ORRC series is tight, 3 crews within 3 points of each other. Good luck to all.

#### 11. **Club news:**

a. MCO: 2001-2003 event entries gone up steadily. Push for more trained organizers. Mangy Moose may be bilingual event. Keeping TA's for events.

Donated 200 lbs of food to local food bank, great idea. M. Koch giving co-driving seminars. Organizer's seminars being arranged. Looking at doing closed-road event. Suggest that RSO meetings could be held subsequent to ORRC events in area. RSO looking into meeting dates for next year around club dates and different geographic locations. MCO Rally Group took over ice-dice and format to be solo, rally cross rules to apply.

b. PMSC: 50th anniversary party held Nov. 1. 65 people, including rallyists from 1953. Old videos shown, good time was had by all.

Currently working on Snowy Safari, provisional route being worked on.

c. KWRC: Cancelled 2 club meetings this year because of weather or blackout. Frostbite ongoing, may change 30-car limit.

12. **Rallysprint: Rule changes** requested by RSQ. CARS board considering the following:

i. Vehicle Eligibility – all vehicles must conform to NRR II C 2 (roll cage)

ii. Vehicle Eligibility – all vehicles must conform to NRR II C 3 (safety harness)

iii. Vehicle Eligibility – all vehicles must conform to NRR II C 4-9 (safety equipment)

iv. Competitor Eligibility – all competitors must conform to NRR 1A6 (helmet)

v. Competitor Eligibility – all competitors must conform to NRR 1A7 (driving suit)

vi. Competitor Eligibility – all competitors must conform to NRR 1A8 (first aid)

vii. Course Design – 2.3.3.c change to: that the average speed for any competitor does not exceed 80 kph.

Current French rules say competitors must use licence from RSQ not CARS. Concerns that if above changes are implemented, rallycross in Ontario will suffer.

13. **Toronto Auto Show** – RSO organizing booth. Inside Track has offered to sponsor booth. Details being worked out. Shirts will be available to workers, for sale as well.

14. Insurance: Broker contacted Ray, may have a company willing to offer auto insurance thru CARS. Will report further at next meeting.

15. Next Meeting: December 9 or 11, date and venue to be decided by email. 7:30 pm start.

Respectfully submitted

Nina Schafrick, Secretary