**VARAC 2019 ANNUAL GENERAL MEETING**

**November 10th, 2019**

**Agenda and Supplementary Materials**

The **Annual General Meeting of the Vintage Automobile Racing Association of Canada** will be held on Sunday, November 10th, 2019 at the Sheraton Parkway, 600 Hwy 7 East, Richmond Hill, Ontario L4B 1B2.

*9:00am EST* … Membership renewal/proxy registration opens

*10:00am EST* … Annual General Meeting begins

*12:00pm EST …* Light lunch [compliments of VARAC; cash bar]

*1:00pm EST* … Annual Awards presentation

If you cannot attend in person, ensure that your vote still counts by assigning a proxy [appended].

The following are included in the AGM Supplementary Materials:

1. Annual General Meeting Agenda
2. President’s Message - Ted Michalos
3. Financial Report: Treasurer - Julie Wildman
4. Summary of Board of Directors’ activities: Secretary - Gavin Ivory
5. Member motions
6. Member discussions
7. Directors’ reports
   1. Ted Michalos – President; VGP Chair; Race Director
   2. Dave Good – Vice President, Vintage/Historic.
   3. Peter Viccary – Vice President, Formula Classic
   4. Julie Wildman - Treasurer
   5. Ivan Samila – Membership
   6. Chris Rupnik – Rules and Regulations
   7. Brian Thomas – Conduct Committee Chair
   8. Rob McCord – Classic
   9. John Hawkes – At Large
   10. Emily Atkins – Communications & IT
8. Tentative 2020 VARAC race event schedule
9. Annual General Meeting Proxy Form (also available on the VARAC website)

**VARAC 2019 Annual General Meeting – Agenda**

1. Declaration of a quorum.
2. Welcome from Ted Michalos, President.
3. *Motion*to accept the minutes of the 2018 Annual General Meeting.
4. Matters arising from the business portion of the 2018 Annual General Meeting.
5. Summary of Board activities 2019 – Secretary, Gavin Ivory [appended].
6. Financial Report 2019 - Treasurer, Julie Wildman [appended].
7. Reports from Directors [appended].
8. *Motion* to accept the actions of the Board of Directors for 2019.
9. Board of Directors for 2020
   1. The following Directors will serve the remainder of their term as indicated:

|  |  |  |
| --- | --- | --- |
| **Position** | **Name** | **Term Expiry** |
| President; VGP Chair; Race Director | Ted Michalos | 2021 |
| Vice President, Vintage/Historic | Dave Good | 2020 |
| Vice President, Classic | Rob McCord | 2020 |
| Vice President, Formula Classic | Peter Viccary | 2021 |
| Secretary | Gavin Ivory | 2020 |
| Treasurer | Julie Wildman | 2021 |
| Director, IT and Communications | Emily Atkins | 2020 |
| Eastern Director; Rules and Regulations | Chris Rupnik | 2021 |
| Director, At Large | John Hawkes | 2021 |

The following Directors have completed their terms, and with Board approval are standing for re-election [three-year terms]:

|  |  |  |
| --- | --- | --- |
| **Position** | **Name** | **Term Expiry** |
| Director, Membership | Ivan Samila | 2022 |
| Director, Conduct Chair | Brian Thomas | 2022 |
| Director | Gord Ballantine | 2022 |

The following Directors have completed their terms, are not standing for re-election:

|  |  |  |
| --- | --- | --- |
| **Position** | **Name** | **Term Expiry** |
| Director, At Large | Andrew Celovsky | 2019 |

1. Additional nominations for Directors from members.
2. Appointment of an Elections Officer.
3. The 2019 Directors who have served their terms step down.
4. Election of Directors:
   1. Call for nominations.
   2. Nominee presentations in the order listed above, plus any nominations from the floor.
   3. Voting procedure, controlled by the Elections Officer.
   4. Announcements of results.
5. *Motion* to destroy the ballots.
6. The new Board of Directors conducts the remainder of the Annual General Meeting.
7. Member motions - the following motions have been received by the Secretary for discussion and vote by members:
   1. **Motion from Del Bruce [seconded by Gary Allen]:** *“That 1999 be the last year of eligibility for G90 class cars.” Reason: it is to soon to consider the year 2000 cars.*
   2. **Motion from Del Bruce [seconded by Gary Allen]:** *“That the classic class designation be limited to G70, G90 and formula classic cars from 1973-1999.” Reason: to define the eligibility years for Classic competition.*
   3. **Motion from Del Bruce [seconded by Gary Allen]:** *“That VARAC does not consider adding any additional classes till the year 2025 (possibly called Modern Classics) thus establishing a 25-year age criteria for VARAC competition.” Reason: we now have 50+ years of cars to draw from, VARAC should now concentrate on improving the quality of the existing grids before we dilute the competition with newer cars.*
   4. **Motion from Del Bruce [seconded by Rob McCord]:** *The following motion replaces the existing section “10.1” of the current “VARAC Rules and Regulations” [Engine Section].* The existing “10.1” become sub-section “10.1.1”. *Motion: “Engine swaps can only be of the same make as the car chassis and must be in compliance with the rule set the car is declared to unless that rule set specifically lists alternate engine types. The exception being cars declared to the CASC rule sets. In such cases the engine must be of the same make and cannot be any newer than 5 years from the chassis date of manufacturer. Example: a 1990 Mustang could only swap other Ford Mustang engines up to 1995. Any cars previously approved to run with VARAC before the 2020 season will be grandfathered.” Reason: this is already the intent of our 5-year rule set. Adding this wording will clarify our position on engine swaps and make the eligibility Chairs job easier to enforce.*
   5. **Motion from Bob Seneshen [seconded by Craig Deshane]:** *I move that VARAC rules be amended to allow Austin-Healy Sprites be allowed use 1275cc Series A Series engines and transmissions prepared to existing VARAC rules, beginning in 2020. Background: The later MG Sprites and Midgets use the 1275cc engines. It would create a larger race group of similar cars with similar lap times. It is my understanding that it is becoming increasingly difficult to find replacement blocks and parts for our Sprite racers. The BMC A series engines are still relatively easy to obtain and there are lots of replacement parts available.*
   6. **Motion from Rob McCord [seconded by Geoff McCord]:** *Commencing with the 2020 racing season and effective January 1, 2020, Trucks, either as originally manufactured and modified for racing or NASCAR type silhouette purpose-built race trucks, shall be excluded and ineligible for racing on any VARAC grid. Background Comments: VARAC was founded on the principal of preserving, maintaining and competitively racing vintage race cars. Through the years VARAC has made numerous changes to allow progressively more recent vintage or classic race cars for the purpose of expanding our racing fields and remaining relevant to members with wider racing interests. In doing so, our grids have started to draw racers interest in entering cars that do not meet the spirit of the term vintage automobile race cars or to be more specific “Classic” automobile race cars. To provide more clarity a section in the rules should be devoted to vehicles that are specifically excluded from running on VARAC grids and participating in VARAC sponsored events such as the VGP. Reproduction vehicles are already covered in the rules, and to this the accompanying “motion to exclude trucks” should be added if approved.*
   7. **Motion from Peter Viccary [seconded by Doug Switzer]:** *We would like to eliminate bracket racing from the VARAC monoposto grid at the Vintage Grand Prix and all other VARAC sanctioned events. There will be no more break-out penalties for monoposto cars. Our open wheel eligibility is determined by the Monoposto Club regulations. We would further propose that our open wheel classes should be compatible to Monoposto, with the addition of F1200. This would mean that, based on the cars we have currently running within our club and eligible for V/H, we would have the following classes: Club Formula Ford; Historic/Vintage Formula Ford; Formula Junior; Historic Formula Vee; Formula 1200. Any other car which may request acceptance that does not fit into a Monoposto classification (such as a F4) will be considered on an individual basis.*
   8. **Motion from Ted Michalos [seconded by Gavin Ivory]:** *That VARAC allows Club Fords and Formula Vees [Formula 1200s], as defined under Monoposto rules, to run on Vintage Historic grids at CASC-OR regional races as part of VARAC's Formula Classic division.  Entrants must be VARAC members. Background: this makes the same rule that was in effect for 2019 only indefinitely permanent.*
8. Member discussions - the following member requests for discussion have been received by the Secretary:
9. Business from the floor.
10. Meeting adjourns.

**Executive Reports**

**President’s report – Ted Michalos**

*As we wind up the 2019 racing season, there are a few items that we should be discussing at the AGM. We made a number of operational changes this year and it is important for the membership to provide the Board with their feedback. In no particular order, I think we should discuss:*

*The new Time Bracket system – for the most part all this involved was “re-decalling” our VH and Classic cars. It was obvious we had a few people in the wrong/old classes early in the year, but I think it was all sorted out. The one exception may be our Formula Classic members. In particular, our US guests had difficulty at the VGP adapting to the bracket system and it is something we have to address for 2020.*

*The inclusion of F1200 and Club Fords on the VH grid at regional events. Over the course of the year, I received a great deal of conflicting feedback regarding this experiment. I strongly encourage all of our members to make their views heard on this issue so that we may make an informed decision about the future. The intent was to attract enough F1200 and other open wheeled cars to justify CASC-OR giving them a standalone grid at regional races. That goal needs to be balanced against the disruption the different driving styles the open wheeled cars are causing on the VH grid.*

*Smaller run groups at the VGP. Smaller being a relative term, but for 2019 we set a limit of 45 cars per run group with hope of reducing the number of incidents and therefore improving the overall quality of our racing. The feedback I received at the VGP indicated that the smaller run groups did in fact enhance the experience for our members. Unless otherwise instructed at the AGM, we’ll continue with this practice in 2020.*

*Results for the 2019 VGP. For the first time in a number of years the VGP lost money (about $5,000). The budget called for a breakeven or small profit this year, but we had 17 cancellations on the Thursday due to the weather forecast (it was raining quite hard at the time) and that resulted in refunding $7,700 in entry fees. As the event Chair, I am not concerned by the loss and don’t think any changes to our refund policy are required.*

*The 40th Anniversary event at Shannonville. 67 members participated, as well as 20 cars from the Boots ‘n Bonnets Club. At last year’s AGM I predicted a loss of $20,000 for this event and I believe it came in around $25,000. The loss was due primarily to the food budget and the souvenir mugs. The primary purpose of the event was to celebrate 40 years of vintage festivals for the club back at the same venue we held our first. I believe it was a success. The second purpose was to determine what it would cost to run a one-day event and whether or not our members would attend. The operating costs ran $20,000. The real question is, how many members might attend any such event in the future if the cost was $250 instead of $100…*

*The Grand Bend Celebration of Speed. This was not a VARAC run event, but we certainly provided a significant draw for the spectators. The primary purpose of attending was to support a new event at an “alternate track” than we normally run on. The organizers are planning on holding the event again in 2020 and I believe we should agree to attend. 4 on track sessions each day for a $25 entry fee. Not door to door racing, but fun just the same. We may consider renting the track, and other similar smaller facilities in the future ourselves.*

*I would like to personally thank the Board and all of the other members and persons that volunteer on behalf of the club. VARAC remains one of the strongest organizations under the CASC-OR umbrella, particularly because of the people that make up our community. I am looking forward to many more years of vintage racing as a member of this club. Thanks to everyone that makes it possible…*

*Ted Michalos, President*

**Treasurer’s report - Julie Wildman**

*For 2019, we ended the year with a loss of $27,746, compared to a $30,727 surplus in 2018. The primary driver of VARAC’s financial results is the VGP. This year, we incurred a loss on the event. The 2019 VGP had a loss of $4,338 (compared to a surplus of $31,270 in 2018). This year we also hosted the 40th anniversary event at Shannonville. The event incurred a loss of $28,288. Together, these two losses represent the majority of the difference in the final loss in 2019 versus surplus in 2018.*

*Our final net asset position at the end of 2019 is $162,913.*

*As was decided at 2016’s AGM, and consistent with 2017 and 2018, Michacchi Warnick & Company were not engaged this year. Instead, the Treasurer prepared the financial statements and tax return for VARAC. The 2019 financial statements were reviewed and found to be reasonable by three members: Gary Allen, Peter Lambrinos and Geoff McCord. A full copy of the financial statements can be made available to anyone who would like to review.*

**Secretary’s report [summary of the Board’s activities] - Gavin Ivory**

*In addition to the Annual General Meeting, the Board of Directors generally meets monthly to monitor and review the financial and operating matters of the Club, including those affecting race events, treasury, membership, IT/communications, driver conduct, club rules, membership, and other issues relevant to the future of VARAC.*

*The fiscal 2019 Annual Financial Statements of are available to VARAC members upon request.*

*In order to inform members of the work undertaken by their Board, the following summarizes the important discussions arising during the past fiscal year:*

*February 6th, 2019*

* *Cash balance $168k. Review of significant expenditures since the previous meeting.*
* *Discussion on VGP entries – general and specific cases.*
* *Discussion on specific new car eligibility requests.*
* *Review of ownership changes and price increases at the membership data base provider.*
* *Discussion on changes to FClassic structure, including classes, and reference to other VMC clubs.*

*March 6th, 2019*

* *Cash balance $139k. Review of significant expenditures since the previous meeting.*
* *Review and discussion of Mentoring Program offered to new members.*
* *Analysis and discussion of 2019 membership breakdown by type, location, etc.*

*April 3rd, 2019*

* *Cash balance $140k. Review of significant expenditures since the previous meeting.*
* *Finalizing 2019 race event miscellaneous details, including Shannonville Anniversary.*
* *Review of 2019 VGP schedule, grids, and off-track events, and conduct procedures.*
* *Discussion on new CASC rules [impact on VARAC].*

*May 1st, 2019*

* *Cash balance $132k. Review of significant expenditures since the previous meeting, with review of membership revenues.*
* *Review of VGP schedule and grids.*
* *Discussion of Simms Award and MG race group.*
* *Review of new Conduct Committee structure and rules enforcement.*
* *Discussion of 2019 Circuit Tremblant events.*

*June 5th, 2019*

* *Cash balance $101k. Reviewed 2019 VGP expenditures.*
* *Reviewed final VGP schedule, grids, and conduct procedures.*
* *Reviewed media and member communications prior to VGP.*
* *Reviewed prior race event conduct incidents.*

*July 3rd, 2019*

* *Cash balance $195k.* *Review of significant expenditures since the previous meeting.*
* *Discussion of specific car eligibility requests.*
* *Discussion of measures to reduce the administrative burden of late membership renewals.*
* *Review of 2019 VGP conduct incidents.*
* *Review of FV participation on Historic and FClassic grids.*

*September 4th, 2019*

* *Cash balance $164k. Review of significant expenditures since the previous meeting. Final review of losses from 2019 Shannonville and VGP events.*
* *Discussion of penalty rules.*
* *Review of current Board remaining terms. Review of VARAC awards.*
* *Discussion on 2020 race events calendar, including 2020 VGP feature.*
* *Review of recent conduct incidents, and a penalty appeal hearing.*
* *Discussion of FClassic brackets.*

*October 2nd, 2019*

* *Cash balance $158k. Review of significant expenditures since the previous meeting. F2019 financials statements approved. $80k moved to Tangerine. Reserves sufficient to cover one-year total VGP loss.*
* *2019 AGM preparation timetable reviewed.*
* *Draft questionnaire reviewed to assess member’s reasons for leaving VARAC.*
* *Discussion on several specific car eligibility matters.*
* *Review of proposed new chat group forum, to replace Yahoo.*
* *Discussion of rules to assess penalties for member non-compliance with eligibility and conduct rules.*

*November 6th, 2019 - NA*

**Directors’ Reports**

**Vice-President, Vintage/Historic – Dave Good**

*Overall, a fairly straightforward year in the VH arena. Reasonable participation by VH racers through season*

*As in the past few years, this position combines the roles of Vintage Historic rep as well as VH Eligibility, It entails:*

* *maintain VH scoring*
* *review VH Eligibility issues*
* *mainly with "new to VARAC" cars ie SVRA cars being considered for VARAC; rebuild of old CASC race cars, or someone thinking of something*
* *approved (thru BoD) a Factory Five Shelby Daytona Coupe on a one-time basis for VVGP. This attracted a lot of attention primarily favourable at the event and the entrants were very pleased to be able to run the car. Post VVGP we received an enquiry about running Factory Five Shelby Coupes with VARAC- we turned this down. Difference being a one time run at the VVGP (ie kind of an exhibition outing vs being a regular part of our grid)*

**Vice President, Formula Classic – Peter Viccary**

*I accepted a position on this year’s Board, in the newly created portfolio of Director of Formula Classic, with a goal of expanding VARAC’s open wheel membership. I would have to say that year one has been a moderate success.*

*We opened Vintage/Historic to include F1200s and Club Fords. F1200s had been running on CASC’s Libre grid and their numbers were dwindling. We have given them a safer place to race, and although the numbers haven’t been spectacular, the level of participation has been good. Eleven F1200s attended at least one event, six attended four or more events, and there were three new drivers to the class this year. F1200s are similar in size, weight and lap times to many of our V/H sports cars.*

*Formula Fords have proven to be a tougher nut to crack, particularly in 2019. This was the 50th birthday of FF in the US, and the drivers of FFs simply had too many places to go. Over 20 Canadians attended the 50th birthday party at Road America. We created a Can-Am FF Challenge, with events run concurrently with Monoposto at the Vintage GP and at Watkins Glen with VRG’s FF Challenge Series. We attracted 12 Canadian FFs to CTMP, a healthy number, and seven went to the Glen. Daniel Burkett is our first Can-Am Champion, driving a Canadian made Chinook. VRG regularly attract over 40 FFs to their events.*

*While at the Glen, I attended the FF Challenge Series AGM. They are anxious to return to the VGP next year, with the possibility of making the VGP a permanent destination. I had the opportunity to talk with many VRG FF members over the weekend, and they seem to be genuinely excited about coming back to Mosport. The presence of a full field of VARAC and VRG FFs at our VGP can only entice more drivers to join the crowd.*

*At the VGP I spent quite a bit of time discussing open wheel racing with Monoposto’s Travis Engen and Marc Giroux. Monoposto is the club which provides the basis for our open wheel rules. They pledged to help me recruit more open wheel cars for next year.*

**Rules and Regulations – Chris Rupnik**

*For 2019 I have continued my role as the eastern director - as well as overseeing our much beloved rulebook. Later in the meeting we will be reviewing the changes for the 2020 season - and will be happy to discuss any other items that members would like to address.*

*Late in 2019 the board formed a subcommittee to review our awards. I am happy to lead this - as I feel that we have tremendous members who deserve to be recognized. During the upcoming year we will be discussing the plans on appropriate recognition of members, especially off track.*

*I thank you all for your support and am looking forward to another wonderful racing season!*

**Conduct – Brian Thomas**

*I`d like to take this opportunity to thank the 14 members who served on the VARAC 2019 CC.*

*Gord Ballantine- Deputy Chairman, Gary Allen, Gavin Ivory, Ed Luce, John Greenwood, Richard Navin, Andrew Atkins, Emily Atkins, Christopher Creighton, Chris Rupnick, Peter Viccary, Perry Mason, Rob McCord, Geoff McCord. All of these members put forth considerable effort and time to insure the proper decisions were reached in reviewing all cases.*

*All driver probations and / or suspensions were reported to the VMC in a timely fashion.*

*2019 RACING EVENTS*

*May BEMC SPRING TROPHY RACES*

* *8 spins-offs single incidents leading to no contact with other vehicles or barriers. Warning letters issued to all drivers*
* *2 spin-offs multicar incident with minor contact. Warning letters issued to all drivers*
* *1 four wheels off. Warning letter issued*

*May MONT TREMBLANT -No incidents*

*June VVGP*

* *2 spin-offs single incidents leading to no contact with other vehicles or barriers. Warning letters issued to all drivers.*
* *2 spin-off multicar incident with minor contact. Warning letters issued to all drivers*
* *5 3-month probations issued*
* *1 13-month probation issued*

*July BARC*

* *1 spin-off single incidents, contact with barrier. Warning letter issued*
* *2 spin-off multicar incident with minor contact. Warning letters issued*

*VARAC 40th SMP (single day event)*

* *10 spin-offs single incidents no contact. Warning letters issued*
* *3 four wheels off, no contact. Warning letters issued*
* *2 multicar incident with minor contact. Warning letters issued*
* *\*CC suggested Mentor requests be sent to John Hawkes for two drivers. Done.*

*Sept. BEMC INDIAN SUMMER*

* *4 spin-offs single incidents leading to contact with barriers. 30-day probation.*
* *1 spin-off single incident no contact. 30-day probation*
* *1 four wheels off, no contact. Warning letters issued*

*October. CASC CELEBRATION*

* *3 spin-offs single incidents leading to no contact with other vehicles or barriers. Warning letters issued to all drivers.*
* *2 spin-off single incident with minor contact. Warning letters issued to all drivers*
* *1 30-day probations issued, from BEMC race spring 2020*
* *1 spin while on probation; 13 month probation issued*
* *1 item still to be resolved.*

**Membership – Ivan Samila**

*Another great season of vintage racing has come to a close. Thank you to all those who have participated both here and abroad under the VARAC flag. Our current membership is as follows:*

*Total Membership: 232*

*Honorary & Lifetime Members: 17*

*18 OUT OF PROVINCE BROKEN DOWN AS:*

*QUEBEC – 14*

*SASKATCHEWAN – 1*

*MANITOBA – 1*

*ALBERTA – 1*

*ONTARIO - 195*

*IN THE UNITED STATES:  NEW YORK – 1, NEW JERSEY – 1, OHIO – 1*

*57 NEW MEMBERS SINCE NOVEMBER 2018*

*In the last two years we have lost 58 members broken down as follows:*

*27 that didn’t renew from 2018*

*29 that didn’t renew from 2017*

**104 CARDS SENT OUT**

66 LICENSES

30 MEMBERSHIPS

8 NOVICE LICENSES

***215 ACTIVE MEMBERS***

*102 PEOPLE ASKED FOR LICENSE*

*68 PEOPLE ASKED FOR MEMBERSHIP*

*45 NOVICES*

***ELIGIBILITY FORMS:***

*297 CARS LISTED FOR VARAC MEMBERS – THIS NUMBER DOES NOT INCLUDE ANY NEW MEMBERS WITH FORMULA V’S OR ONES I DON’T KNOW ABOUT*

***201 ELIGIBILITY FORMS CONFIRMED***

***CLASSIC – 83 VH – 118***

*Due to the high number of non-renewals, the board of directors decided to send out a questionnaire to all non-renewals of the past two years. This was made possible by the implementation of the Sumac membership software.*

*OUR NON-RENEWAL QUESTIONNAIRE – received 16 responses – 3 direct email, 13 on the questionnaire – out of 57 sent out.*

*Answers to questionnaire will be discussed at AGM.*

*Thank you all for a great 2019 and look forward to an even better 2020 - please let us know if there is anything we can do to improve the membership experience.*

*Ivan and Colleen Samila*

*Membership directors*

**Classic Eligibility – Rob McCord**

*Overall, there is a great group of classic cars and drivers that adhere to our posted rule set. That being said, some long-time racers (myself included) are starting to see technology creep not apparent in years past. I know eligibility dates are now pre 1999, but I have concerns that some are modernizing cars well beyond the Classic rule book.*

*A couple of items to be addressed in 2020*

* *G70 cars prepared to G90 rules – please be aware that VARAC has a* ***5 Year*** *rule that will not allow for the use of a motor in a car that is manufactured 5 years post-production of the vehicle. I have seen instances where car preparation is well beyond the 5-year technology improvement rule.*
* *Cars that are documented race cars with history are given dispensation given they are prepared to the rules of the period in which the car was raced. New cars without documentation built to a standard beyond 5 years post-production are not eligible.*
* *Eligibility forms that are not current or accurate – the onus is on the member to keep an accurate log of car specifications. If you change to a larger motor (within the 5-year improvement and the manufacturer is the same as your chassis – update your information by submitting a new eligibility form.*
* *Please also take note that resto mods or kit-based cars are not in effect real period race cars and are not allowed on VARAC grids. We have had a couple of people wanting to race Classic with cars ineligible based on long standing rules.*

*VARAC encourages eligibility communication prior to moving forward with a project to ensure it meets the rules. WE CAN HELP - If you are aware of anyone building a car without a good understanding of the rules, encourage them to reach out to myself or Dave Good. Better yet – submit an eligibility form.*

**At-Large – John Hawkes**

*During my first year on the board I performed two functions: one was to act as first line of reference for mentoring new drivers or returning members. I contacted all new members by email and made myself known to many at the VVGP. Several new folks contacted me mainly on preparation issues. Unfortunately there was little or no contact on driving preparation either before or after some on track incidents. In hindsight I think it would be incumbent on me to reach out to any and all drivers involved in incidents prior to or simultaneous with reporting out to conduct officials.*

*In terms of frequency of incidents, it appears – anecdotally - that we are seeing less of them at our events than is seen in other organizing bodies, but most are due to either mechanical issues to do with old cars or to over-enthusiasm, and NOT to deliberate aggressive driving tactics.*

*The other issue I was involved in was to contribute to the members and ex members questionnaire that Ivan and Colleen spearheaded.*

*I hope to be somewhat more active in 2020.*

**Communications & IT – Emily Atkins**

*Did you know that the VARAC communications director sends out all the VARAC e-mails you receive, including Pit Signals and all the event reminders and official communications? In 2019 that has added up to 30 e-mails prepared and sent to members so far this year.*

*The great news is that most of you appear to read them, with an average open rate – for non e-mail marketers, that's how many people opened the email to read it – that hovers around the 70 percent mark. So we're happy that you like to hear from us.*

*As Communications Director I also keep the VARAC social media up to date – that's our Facebook page (https://www.facebook.com/VARACVintageRacing) and Instagram (varacvintageracing). We have 1,040 followers on FB, which doesn't exactly make us trending, but that's more than four times our membership, so we are reaching a key audience of folk who enjoy vintage racing. On Instagram 387 users follow us.*

*The other area of responsibility is the website, and that's where our secret weapon comes into play. Diane Dale does much of the heavy lifting in keeping crucial and tricky parts of the web operation humming along. She deserves all the credit for making sure we've pictures galleries to enjoy, that our site got migrated to a new host and all those backend chores that are invisible when they're done right! She's also a tireless and helpful resource for me, when I run in terms of roadblocks doing the easy stuff. Thank you Diane.*

*Last is the Chatroom. Yahoo is removing functionality, including the archive of past posts and documents as of the end of this year, so I have proposed a new platform. The Board has been testing it, and we will proceed with the migration before the end of the year. We will make sure that all members are notified and given the chance to move to the new site. I promise it will be easier and will not require a Yahoo ID to join.*

*If you have any ideas for social media communications or new content for the website, please drop me a note.*

**Appendices**

**VARAC tentative 2020 schedule**



