



VARAC 2021 ANNUAL GENERAL MEETING

November 14th, 2021

Agenda and Supplementary Materials

The **Annual General Meeting of the Vintage Automobile Racing Association of Canada** will be held on Sunday, November 14th, 2021 at 10:00am EST via Zoom Webinar, available to VARAC members only. Notification to members was made by email on October 14th, 2021. Login details and voting procedure will be provided before the meeting.

If you cannot attend the Zoom meeting, ensure that your vote still counts by assigning a proxy to an attending member, and emailing the completed proxy form [appended] to the Secretary <mailto:gavin.j.ivoory@gmail.com> before the meeting.

VARAC 2021 Annual General Meeting – Agenda

1. Declaration of a quorum.
2. Welcome from Ted Michalos, President.
3. *Motion* to accept the minutes of the 2020 Annual General Meeting.
4. Matters arising from the business portion of the 2020 Annual General Meeting.
5. Reports from Directors [see Directors Reports].
6. *Motion* to accept the actions of the Board of Directors for 2021.
7. Board of Directors for 2022.

The following Directors intend to serve the remainder of their terms as indicated:

Name	Position	Term Expiry
Emily Atkins	IT and Communications	2023
Gord Ballantine	Co-Conduct	2022
Cameron Crerar	At-large	2022
Dave Good	Vice President – Vintage Historic	2023
Rob McCord	Vice President - Classic	2023
Ed Luce	Membership	2023

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

Name	Position	Term Expiry
Ted Michalos	President and Chair; VGP; Race Director	2021
Peter Viccary	Vice President – Formula Classic	2021
Julie Wildman	Treasurer	2021

The Board has nominated the following current Directors and members for the 2022 Board:

Name [current position]	Position	Term Expiry
John Hawkes [At-large]	President and Chair	2024
Gavin Ivory [Secretary]	Treasurer	2024
Chris Rupnik [Rules and Eastern]	Rules and Eastern	2024
Ivan Samila [At-large]	Conduct	2024
Brian Thomas [Conduct]	Vice President – Vintage Historic	2024
Peter Lambrinos [Member]	VGP	2024
David Sim [Member]	Secretary	2024
Doug Switzer [Member]	Vice President – Formula Classic	2024

If elected as proposed, the 2022 Board would be constituted as follows:

Name	Position	Term Expiry
John Hawkes	President and Chair	2024
Gavin Ivory	Treasurer	2024
David Sim	Secretary	2024
Brian Thomas	Vice President – Vintage Historic	2024
Rob McCord	Vice President - Classic	2023
Doug Switzer	Vice President – Formula Classic	2024
Dave Good	Race Director	2023
Peter Lambrinos	VGP Director	2024
Emily Atkins	IT and Communications	2023
Gord Ballantine	Co-Conduct	2022
Ed Luce	Membership	2023
Chris Rupnik	Rules and Eastern	2024
Ivan Samila	Conduct Chair	2022
Cameron Crerar	At-large	2022

8. Appointment of an Elections Officer.
9. The 2021 Directors who have served their terms step down.
10. Election of Directors:
 - a. Call for nominations.
 - b. Nominee presentations in the order listed above, plus any previous nominations from the floor.
 - c. Voting procedure, controlled by the Elections Officer.
 - d. Announcements of results.
11. *Motion* to approve the Directors for 2022 as elected.
12. The new Board of Directors conducts the remainder of the Annual General Meeting.
13. Tentative 2022 VARAC event schedule, including VGP [see Appendix] – Dave Good.

14. Member motions - the following motions have been tabled as received by the Secretary for discussion and vote by members:

Motions by: Ted Michalos Seconded by: Craig deShane

G90/F90 Eligibility Cut-off

2.5 Formula 90 & Group 90 Production sports, single seat open wheeled and sports racing cars built to historic rules from between January 1, 1990 and December 31, 1999.

Is amended to read:

2.5 Formula 90 & Group 90 Production sports, single seat open wheeled and sports racing cars built to historic rules from between January 1, 1990 and the current cut-off year as set out in 2.5.4

2.5.2 F90 is open but not limited to purpose built Racing Cars that conform to any open wheel historic rule set defined for the period 1990 to 1999;

Is amended to read:

2.5.2 F90 is open but not limited to purpose built Racing Cars that conform to any open wheel historic rule set defined for the period 1990 to the current cut-off rules as set out in 2.5.4

Add new rule

2.5.4 the cut-off date for eligibility for G90 and F90 cars will be December 31 of the year ending 20 calendar years before the current year.

For example, the cut-off for eligibility for 2022 will be December 31, 2002.

For many years VARAC used a floating 20-year cut-off for G90/F90 eligibility. The rule was changed 6 years ago to create a hard cut-off of 1999. At the time, we had a hard time imagining post 1999 cars entering the club, but now that we're three years past the 1999 threshold I think the time is right to revert to a floating cut-off.

The club may want to consider trying to develop G90 into a stand-alone grid, recognizing that the Classic grid consisting of G70 and G90 now spans 30 years of racing which may represent too long a period of time. While the race group develops they could continue to run with G70, but be scored separately in anticipation of their future separation.

Motions by: Ted Michalos Seconded by: Craig deShane

Engine Rules

10.2 No engine substitutions, unless of the same make and model as originally available on that vehicle, are permitted for any VARAC vehicles. Existing Classic (G70+, G90) cars with declared and documented non-original engines as of December 2015 will be "grandfathered".

Is amended to read:

10.2 Engine substitutions of the same make, model and series as originally available up to 5 years from the date of the chassis' manufacture are permitted for any VARAC vehicles. All such substitutions must be approved by the Division Vice President or the race Director in advance. Existing Classic (G70+, G90) cars with declared and documented non-original engines as of December 2015 will be "grandfathered".

Add new rule

10.2.1 Not withstanding rule 10.2, cars on the VH grid are limited to engines that existed on or before December 31, 1972. Cars of the Classic grid are limited to engines that existed on or before the current year's G90 cut-off date (Rule 2.5.4).

For example, a car utilizing a BMC Series A engine with a 1960s chassis is permitted to substitute any other Series A engine that was available up to 1965. A car with a 1970 chassis would be limited to engines in production as of Dec 31, 1972.

The purpose for this change is to recognize that substitutions of engines from the same series does not change the physical appearance or basic nature of a car. These “later” engines are generally an improvement on the original being more robust, more powerful, and the availability of parts is better. Most importantly, they are more reliable than an older engine tweaked to maximum performance.

Motion by: Ted Michalos Seconded by: Gavin Ivory

10.3.4 Bore may not be increased by more than .065” over the original bore of the vehicle.

Is amended to read:

10.3.4 The compression chamber may not be increased by more than 10% over the original compression chamber volume of the vehicle. Any such modification is to be recorded on the vehicle’s eligibility form.

For example, a 1600 cc engine could be increased in size to 1760 cc. An 1800 cc engine could be increased in size to 1980.

The purpose of this change is to recognize that after multiple rebuilds engine bore naturally increases to the point that the .065” is too restrictive. By allowing a maximum 10% over bore we are letting our members keep engines in service for a longer period of time, reducing their costs to race.

Motion for Vehicle Age Limit in Classic by Rudy Glarner. Seconded by Crispin Hudson.

The following motion is to propose the eligible vehicle age limit within the Classic grid stay hard capped at 1999, and older. Recently, there was a comment written in an issue of Pit Signals that had made mention to the age limit opening up to model year 2002 and also to change back to a rolling time line (which as far as I know was only introduced with the inception of G90), and I believe that would be a big mistake, as it is moving rapidly far away from the ethos that Group 70+ was conceived with many years ago (cars of historical racing significance/provenance from 1973-1989). Opening up the eligibility for the Classic grid essentially created a dumping ground for less contemporary cars from the CASC Sprints/Chumpcar, etc to fall into, which dilutes the unique nature of “historic” racing. There should be stricter limits in place on what’s allowed, and to be able to exclude any vehicles, even if they fall into the eligible model year range; instead have preference more towards a generational time period of what was available to showcase a collection of cars that are based upon significance and quality, not quantity.

Specific vehicle examples available upon request.

Motion by Peter Viccary. Second by Paul Subject. Forward Facing LED Lights

Forward facing LED lights were a topic of discussion at last year’s AGM. The objective is to increase the visibility of miss matched racing cars, and thereby help create a safer racing environment.

In the subsequent year, I have become more convinced that forward facing LED lights will help create safety, and I haven’t heard any comments to the contrary.

Our motion is that a green, forward facing, LED light should be mandatory for all Formula cars racing on the Vintage/Historic mixed grid, effective in the 2022 racing season. The light should be mounted at, or near the top of the car’s roll bar, to achieve maximum effect.

As far as intensity goes, it is difficult to get a number. CASC scrutineers will not be able to measure them, anyway. I would suggest that the lights contain 3 or 4 LEDs, as in the samples attached. The first is an Ariel Atom, just has 3 LEDs, the second is Ted Michalos & the 3rd Doug Elcomb, both of which have 4.

LED lights are inexpensive and easy to install.

The Ariel Atoms have been using forward facing green LED lights for a couple of years now on the GT Sprint grid. They are the closest thing to an open wheel car in GT Sprints. I think smaller cars on the V/H grid should consider using one of these lights, although I wouldn’t recommend making them

mandatory at this time. Ted Michalos & Brian Thomas have them on their Lotus 23s and John Hawkes has purchased one for his Merlyn.



Motion by: Gavin Ivory Seconded by: John Hawkes

To amend VARAC By-Law no. 27 "Term of Office of Directors" from: *"The directors shall be elected to hold office for a term expiring not later than the close of the **second** annual meeting of members following the election or such earlier term if so stipulated at the time of appointment (such as in the case of a director appointed to fill a vacancy)."*

To [changes in bold]: *"The directors shall be elected to hold office for a term expiring not later than the close of the **third** annual meeting of members following the election or such earlier term if so stipulated at the time of appointment (such as in the case of a director appointed to fill a vacancy). **Directors shall serve no more than two consecutive terms, to a maximum of six years in the same position.**"*

Background: Members at the 2017 AGM approved a motion to change the Board term from two years to three years, and at the 2020 AGM to limit Directors to two consecutive terms, maximum six years, in the same position. This amends the By-Laws to reflect the two motions.

15. Member discussions: the following submissions for discussion have been tabled as received.

Dave Good: Registration Resourcing Request/Appeal

Background

The region is beginning to run "tight" on resources to manage & run the race registration process VARAC primarily relies on the region's clubs to do registration for our events specifically the VVGP (Mosport) and Peter Jackson (Shannonville).

Request/Appeal

To ensure we can run our own events moving forward we are looking for a volunteer or volunteers to manage registration.

As such we're appealing to the club membership for potential candidate who may be interested in getting involved in this process.

Considerations

This position requires a person with interest/competency in computer work, is good dealing with people and can handle some pressure.

This is not a casual role ie it is not the " few hours at registration to help out" - we have people who have stepped in on this-Thank You.

Anne McCallum has a training program developed for this role- it would involve shadowing Anne for awhile This volunteer would be the lead on our events and be a support at regional races

It requires intense focus leading up to events and requires you to be present at the track during registration for two to three days.

So' with our group & our group's "reach" I'm looking for some potential volunteers..... ideally someone who wants a challenge, wants to be involved in motorsport and support VARAC.

Comments/Ideas?

Dave Good – 2022 Driver's Challenge (Provisional)

- > Same format as used previously
- > best 6 race results count toward Championship
- > breakout is immediate as applied in '21
- > proposing Fall Classic as a points event

Dave Good - Formula Classic Grid Initiative (In Progress/Provisional)

> there's been a lot of hard effort put into the open wheel sector of our club by Peter Viccary over the last few years--Thanks, Peter

> we now believe that this grid can stand on its own (ie no longer combined with VH)

> as such, we are working with CASC-OR on an initiative / proposed rule change that would do the following:

> The Formula Libre grid would now become a Formula Classic/Libre grid and it will be a VARAC grid (under VARAC conduct rules; non-VARAC competitors, generally will need to be approved to be on this grid; F4 racers are grandfathered)

> Modern sportsracers are to be considered closed wheel cars and generally not eligible for this grid

> we have stated that we recognize that exceptions may be desired in certain cases- to be reviewed and accepted by VARAC prior to event

Rudy Glarner - Vehicle Appearance

The following discussion is in regards to Vehicle Appearance and rule enforcement within Varac, with an emphasis on the Classic grid. I believe there should be tighter enforcement in regards to vehicle appearance, especially for big events such as the Vintage Festival, where all cars MUST arrive in good shape, cleaned, and presentable. This is even outlined in the basic rulebook from CASC, and should be enforced. There should be ZERO tolerance for cars in primer, as well as cars that arrive year after year with different colour body panels. This isn't the scrapyard, nor is it a chumpcar event. It reflects poorly on the club to allow this type of car preparation, and it's also insulting to the few that take pride in turning out nice, clean cars. Enforcement should also extend towards excessive non-period correct modifications such as aero devices or anything visually detracting.

On a related note, there should also be a rule that encourages period correct liveries/decals; and any sort of modern advertising (ie websites etc) should not be allowed, as is the case with other Historic racing venues around the world. Vintage/Historic racing is a show, and needs to cater to fans that appreciate what we are doing. Clean cars, and cars that look the part of racing history evoke emotion, and emotion keeps fans coming back.

16. Other business.

17. Meeting adjourns.

Directors Reports

Ted Michalos - President and Chair; VGP; Race Director

Greetings vintage racers. As 2021 comes to close let's take a few minutes to review what has happened, and then look forward to what 2022 may hold in store...

Covid continued to impact regional racing and we lost the events scheduled for May this year. For most of us, the season started with the 2021 Vintage Grand Prix. The event had a different flavour this year, with the US-CDN border closed and inter-provincial travel restricted, but we managed a strong entry and with the money generated by selling track time to the 2 FEL run groups the event turned a healthy profit for the club.

We also had another successful 1-day event at Shannonville August 7. We had stand alone run groups for each of our Divisions, Vintage Historic, Classic, and Formula Classic, and a group of street lappers. While we lost \$6,000, the loss was anticipated. If we can get the entry up by 5 more cars from each Division and another 10 lappers and it will break even in 2022. The Board has committed to run the event again next year.

We had mixed results at the regional events, with the Classic Division generally having higher entries than VH for the first time in the club's history. The Formula Classic Division had a particularly successful year – we will be actively pressing CASC to give FC their own run group at two events in 2022. Add in the VGP and Shannonville that means we hope for 4 events with stand alone FC run groups in 2022.

A proposed schedule for 2022 is included in the AGM material. It is based on our best guesses of what will happen in 2022 assuming there are no cancellations due to Covid. Let's hope that the worst is behind us and 2022 looks more like a normal year.

2021 marks the end of my tenure on the VARAC Board. I want to extend my thanks and appreciation for the members that have served with me on the Board these past 6 years. We are very fortunate indeed to have so many dedicated people running our club. The time and effort they so freely give makes VARAC the most successful volunteer group I have ever worked with. It has been a pleasure and a privilege to work with them.

A number of Board positions are changing hands this year. Some, like me, are stepping back, while others are switching to new positions, and we have a couple of new people stepping forward. Please join me in thanking everyone that has worked on (and will work on) the VARAC Board. Their efforts keep our wheels turning... Thanks!

If you are interested in joining the Board or helping the club out in some other way, please contact any active Board member – they'll find a way to put you to work for the club.

See you at the track!

Julie Wildman – Treasurer

For 2021, we ended the year with a surplus of \$25,439, compared to a surplus of \$3,123 in 2020, and a loss of \$27,746 in 2019. The primary driver of VARAC's financial results is usually the VGP. Of course in 2020, there was no VGP and this year's was not back to a normal year. We continue to show an amount on our financial statements relating to unused food deposits that will roll forward to the 2021 VGP. These are shown on the financial statements as prepaid expenses. At the 2021 VGP we also collected revenue of approximately \$27K from selling track time, offset by a loss on the Peter Jackson weekend of approximately \$6K, which is the majority of the difference in the final surplus in 2021 versus 2020.

Our final net asset position at the end of 2020 is \$190,409.

Another note about the specific circumstances of the pandemic and its impact on VARAC's financial statements: Due to the year-end of VARAC being Aug 31, our statements reflect expenses for events that happened at the end of the prior racing season, such as celebration, the AGM meeting, and trophies. Covid will therefore impact us for at least the next year as well in this sense that our financials will appear to have large swings in expenses since the 2021 racing season will span two VARAC financial years.

As was decided at 2016's AGM, and consistent with years proceeding, no outside accounting firm was engaged this year. Instead, the Treasurer prepared the financial statements and tax return for VARAC. The 2021 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.

Submitted by Julie Wildman, Treasurer

Gavin Ivory – Secretary

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 relevant to the future of VARAC. The fiscal 2020 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 items and motions tabled during the 11 Board meetings held since the 2020 AGM:

December 2nd, 2020: Cash balance \$120,329. Discussion on possible ice racing event. Discussion on 2021 VGP schedule and marketing.

January 6th, 2021: Cash balance \$122,245. Discussion on 2021 VGP schedule and marketing. Review of proposed FClassic structure for 2021. Review of developments at CASC and CASC/VARAC insurance. Discussion on membership medical forms for VARAC vs VMC.

February 3rd, 2021: Cash balance \$124,333. Discussion on impact of border closure on 2021 VGP, trophies and sponsorship. Discussion on recruiting for 2022 Board vacancies. Discussion on possible joint event with Atlantic Motorsports Park. Discussion on CVQ [Quebec vintage] splitting of vintage grids vs VARAC. Discussion on Classic car engine compliance.

March 3rd, 2021: Cash balance \$125,631. Reporting on VMC meeting responding to pressure to adopt FIA safety standards. Discussion on the acceptance of BMW E46 s54 motors in Classic cars.

*Motion: to allow a purchased car with these engines to run with us, but not be eligible for podiums or championship points, the car to be clearly marked so other drivers are aware of its status. Drivers are to provide an acknowledgement that the car must comply to be eligible to run the following season. M/S/C**

March 11th, 2021: Special meeting: decision that Group 133 may only participate at a VARAC event if they provide a feasible stand-alone grid, and that Group 133 will not be attending the 2021 VGP.

May 5th, 2021: Cash balance \$125,041. Discussion on impact of postponement/cancellation of early season events due to COVID. Discussion on member uptake of VMC licences, value to VARAC, with decision to apply a small fee for VMC licence.

June 2nd, 2021: Cash balance \$125,573. Final VGP discussion, including inclusion of FEL. Discussion on steps to imcrease PJ Shannonville entrants. Discussion on specific member cars eligibility. Member medical information to be encrypted. Discussion on car number transfers.

July 7th, 2021: Cash balance \$228,502. Strong VGP profitability largely due to the inclusion of the FEL grid. Drivers' Championship calculations to be adjusted for the reduced number of events. Discussion on lowering the VARAC membership fee.

September 1st, 2021: Cash balance \$179,559. VGP balance owing paid to CTMP. Discussion on addressing future personnel needs for VARAC/CASC registration. Discussion on possible steps to increase member participation in more events. 2021 AGM date, time and materials. Decision to end individual Board member email addresses through GoDaddy [expense] and use gmail. Discussion on 2022 PJ Shannonville event.

MOTION: To hold the Peter Jackson event again in 2022, as a one-day VARAC event, at a date and fee to be determined. M/S/C.*

Discussion on lowering VARAC membership fees.

MOTION: That starting in the 2022 calendar year the VARAC memberships fee will be \$50 p.a. and the VMC licence will be \$25 p.a. M/S/C.*

October 6th, 2021: Cash balance \$184, 501. Open wheel VARAC cars to move to separate grid in 2022. Steps to encourage greater participation at Tremblant and Calabogie events. Success of 2021 trophy program. Improving trend in conduct incidents. Cancel the member-voted McGregor Award, but retain option to award the Fergusson Award.

November 3rd, 2021: [not available at the time of distribution].

Dave Good – Vice President, Historic

VP Vintage Historic: transitioning to Race Director

As Vintage/Historic Rep worked w members & potential new entries on eligibility issues; did scoring for VH Driver's Challenge; fielded general VH grid concerns /questions.

Race Director (acting)

Began transition into Race Director role in July.

As such, worked with Ted on planning & execution of Peter Jackson Races; coordinated with CASC on guest drivers & some rules issues.

Began planning VVGP 22 with VVGP organizing team.

Rob McCord – Vice President, Classic

The Classic grid is robust, and in 2021 may have been the strongest contributor to the success of VARAC throughout the year.

The grid has seen steady growth since inception. We now have two grids at the VGP and if not for Covid, they would be both fully subscribed. The current mix of Group 70 (1973 – 1989) and Group 90 (1990 – 1999) is a competitive combination of cars and technology that fits well within VARAC and CASC.

I do believe the hard cap on technology creep (up to five years post production) and engine replacements (same manufacturer) make the Classic grid an attractive place to race large bore vintage and historic era race cars and situates Classic well as an option within the region.

One of our eligibility challenges as a group is the ability to determine many cars' compliance with our rule book. This is due to the compatibility of parts between pre-1999 cars and those produced after 1999. Add to this modifications which easily transcend the cut-off date and you can understand the complexities involved. I would therefore ask that members please read the applicable sections of the VARAC Rules each year to

ensure your car meets the eligibility standards, and if you are contemplating buying a Classic Grid car, check the rules before you actually buy or build it.

Peter Viccary – Vice President, Formula Classic

First, I would like to thank the Formula Classic Eligibility Committee for their valuable assistance this year: Rob McClelland, Ed Luce, Paul Subject and Shane Viccary. We didn't have a lot of issues this season, but their input was timely, insightful and thoughtful. We dealt with more than just car eligibility issues; we also considered grid makeup, split starts, forward facing lights, and anything else that came up.

The Formula Classic VP cannot succeed without a strong line of communication with the Formula 1200 Drivers Association. To that end, I would like to thank Phil Wang for taking point. Phil was responsive to questions and requests, and he kept me in the loop with FTDA issues.

VARAC's goal in regards to Formula Classic is to build a grid strong enough to stand on its own feet at CASC regional events. I think we made some progress in that direction, despite the obvious difficulties of the past nearly two years.

Formula Classic took a real hit at the VGP. An entry of over 30 dwindled to 20 by the race weekend. Also, the American Formula Ford Challenge series, whose races consistently draw more than 30 cars, were forced to withdraw. Fortunately, the racing was excellent and attrition was very low.

The Canadian Touring Trophy was generally poorly supported event. Only FC six cars appeared, all ran on the Libre grid of 11. Three F1200s raced, on the Libre grid, despite my being lead to understand that the CASC would put them with V/H.

The Peter Jackson races at Shannonville were a great success in my opinion. Eighteen FC cars participated, very close in numbers to both V/H and Classic.

At Calabogie, Formula Classic outnumbered V/H nine to six on a mixed grid, and FC cars won all three races, the first by an F1200.

At the Late Summer Trophy there was a mixed V/H grid, 16 of the 32 cars were FC. We tried to get a split starts for the races, but despite assurances to the contrary, the CASC had great difficulty complying with our request. Ted intervened on Saturday or it wouldn't have happened. I thought it worked really well until I heard that a V/H car and a FF touched just past mid-race. Sunday morning the split didn't happen, ruining the race for a number of V/H & FC cars, and in the afternoon an early full course caution jumbled everyone up again.

I don't think that the idea of a split start really had an opportunity to prove its value. In theory, the cars from each group have an opportunity to sort themselves out before they start to intermingle with each other.

At the Celebration the Formula Classics ran on the Libre grid. With 17 of the 22 being VARAC cars, it was really the case of a few Libres on a VARAC grid. One Radical muscled its way onto the grid, and that is the thorn in all of our paws. Radicals are not open wheel cars in any way, shape or form and do not mix well with any formula cars.

If we could consistently draw 15-20 Formula Classic cars to CASC regionals and include the F4s and whatever lightweight Libres that might show up, and exclude modern sports racers, then we would have created the VARAC Formula Classic grid we've aspired to and solved CASC's problem of low attendance in Libre.

Thirty-three Formula classic cars competed in at least one race in Ontario this season. Thirteen of them were F1200s. The high-water mark for F1200 was 11, at the Late Summer Trophy. One F1200, Bob Patterson, was the only FC driver to participate in every event. Murray Burkett brought his two Chinook FFs from Winnipeg to the Late Summer Trophy. He returned for the Celebration and was joined by fellow Winnipegger Helmut Friedrich.

I still believe that FF and F1200 will be the growth classes of Formula Classic. All the F1200s are VARAC legal, since they were built before 2000, or qualify as continuation cars.

I am completing my term as FC Director, and if the Club is willing, I am turning the reins over to Doug Switzer. Doug has been a VARAC member and open wheel competitor, in a Historic FV, for about fifteen years. He knows the lay of the land, and I will be available for consultations, if he should have a desire to call upon me.

See you at the track, Peter Viccary

Ed Luce – Membership

Having accepted the post of Membership Director at the 2020 AGM, I assumed responsibility for the operation of the membership database and renewal software from Ivan and Colleen Samila in mid-December. Thanks again to the Samilas for transitioning the Club's membership database to this new platform. It doesn't run itself, not by a long shot, but I'm sure that it is a huge improvement over the spreadsheet-based systems we have been using in the past.

Membership

We finished the 2021 membership year with 207 paid members (was 217 in 2020) and 13 Lifetime/Honorary members (17 in 2020). A total of 33 new people joined the Club in 2021, implying that 43 members did not renew in 2021. Activity in 2021 was still affected by the ongoing pandemic, so we hope that membership will pick up again in 2022.

Eligibility Forms

There are 357 cars listed in the club database, but we only have 288 eligibility forms on file.

Breaking things down by group, V/H has 132 forms for 145 cars (91%), G70/G90 has 124 forms for 151 cars (82%), and Formula Classic has only 32 forms out of 61 cars (52%).

Membership Fees

The big membership news is that we will have a new membership fee structure starting in 2022:

- VARAC membership will be reduced to \$50 per year*
- the Vintage Motorsport Council (VMC) license will be an additional \$25*

This change has been enacted for several reasons

- VARAC's dues were higher than all but one of the other competition-oriented clubs in the CASC-OR*
- it is recognized that the Club is now on sound financial footing and does not require the revenue from higher annual dues*
- I anticipate that I will have to spend less time chasing folks who applied for a 'free' license with their membership but did not bother to send in the required documentation (see below).*

As an exercise, we can make an estimate of the effect that this new fee structure will have on the Club's income from membership dues:

In 2021 we had 207 paid members at \$75 each = \$15,525

In 2021, only 67 people wanted a VMC license enough to submit the required documentation (a total of 100 members requested a VMC license).

If we had had our new fee structure in 2021, revenue would have been 207 memberships at \$50, plus 67 VMC licenses at \$25 = \$12,025 (a decrease of \$3,500)

VMC Licenses

The Club will continue to issue a VARAC - Vintage Motorsport Council (VMC) license to members who want one. Remember that to issue a license, we need a passport-type photo and a current medical.

'Current' means that, on the date of your application, your medical must be less than 13 months old if you are over 60 years of age, less than 2 years old if you are 36 - 60, and less than 5 years old if you are 18 - 35.

There are several medical forms that can be used for the VMC application. Any form that includes a physician's signature on a statement to the effect that 'the applicant is fit for motorsports competition' is suitable. The simplest form is from VMC themselves (there's a link on VARAC's website).

The medical forms that are kept on file by the Club are not stored in the same 'cloud-based' software as the rest of the member's data, eligibility forms, etc. Rather, they are kept only on the Club's laptop, in a secure folder, password-protected by 'Veracrypt'. I am still in the process of deleting copies of medical forms that were attached to e-mail messages, but my intent is to remove all copies of medical records that could be accessible to 'hackers'.

Brian Thomas – Conduct Chair

2021 VARAC AGM Conduct Committee Report

CONDUCT COMMITTEE:

I'd like to take this opportunity to thank the members who served on the VARAC 2021 CC: Ivan Samila-Deputy Chairman, Gavin Ivory, Andrew Atkins, Emily Atkins, Christopher Creighton, Chris Rupnick, Rob McCord, Geoff McCord, Gord Ballantine.

All members put forth considerable effort and time to ensure that proper decisions were reached in reviewing all cases. All driver probations and or suspensions were reported to the VMC in a timely fashion.

2021 RACING EVENTS

As we are all aware the Covid-19 pandemic shortened our racing season. Borders closed prevented travel to the USA and USA drivers joining us at the VGP.

June 17 / 20 VGP CTMP

18 spin or 4 off single incidents, Warning letter issued
6 incidents with or without contact. 30 day probation
2 incidents with or without contact. 60 day probation
1 incidents with or without contact. 90 day probation
1 incidents with or without contact. 6 months probation

July 17/20 CTTR CTMP

0 incidents reported

Aug 7 Peter Jackson Races SHANNONVILLE

10 spin or 4 off single incidents, no contact, Warning letter issued
1 spin multi incidents, contact, 13 month probation
2 spin multi incidents, contact, 90 day probation
2 spin multi incidents, contact, 30 day probation

Aug. 21/22 CALABOGIE

0 incidents, reported

Sept. 19 / 20 BEMC LATE INDIAN SUMMER

1 spin-off multi incidents no contact, Warning letter issues.

1 spin-off single incidents no contact. Warning letters issued
1 spin-off single car incident, heavy wall contact, 13 month probation
1 spin-off single car incident, failed to report, 3 month probation
1 single car incident, off course pass, Warning letters issued

October 02/03. CASC CELEBRATION

7 spin or 4 off single incidents, Warning letter issued
1 incidents with contact. 90 day probation

In closing, all VARAC members should read the driver conduct rules prior to the next racing season.

A spin is a spin is a spin staying on the track does not negate a spin.

If you have an incident you **MUST** report to the conduct committee. Failure to report an incident can carry a far greater penalty than a 4 wheels off or a no contact spin.

I thank you for the opportunity of serving as your Conduct Chairman.

Regards,

Brian Thomas
Chairman, VARAC Driver Conduct Committee

Chris Rupnik – Eastern and Rules

2021 brings to close the final year of my three-year term as Eastern Director and Rules Director for you. I also serve on the conduct committee. I am seeing re-election for 2022 for another three-year term.

I participated in our Varac VVGP as well as the three Tremblant events held in this difficult year. I am extremely proud of the ability of our board and certainly the leadership of the club in holding our signature event in June. Some members might not be aware of all the difficulty in arranging and organizing such an event during normal years, never mind these covid restricted ones.

I am looking forward to see you all at the track again soon.

Thank you.

John Hawkes – At Large

- Organised lapping events at VGP and Shannonville
- Subbed in on conduct committee as needed
- Attended both VMC AGM s and discussed attendance class groupings and Vintage racing in North America.
- Volunteered to sing with Fun Comes Fast but was turned down..
- Put my name forward to follow on in Ted's large footsteps as President of the club

Appendix

2022 VARAC RACING SCHEDULE (Provisional)			
DATE	EVENT	TRACK	GRIDS
May 7-8	BEMC Spring Trophy Races	Canadian Tire Motorsport Park	Grids & Points: VH; CL; FC
May 27-29	Spring Classic	Le Circuit Mont Tremblant	Grids & Points: VH; CL
June 16-19	VARAC Vintage Grand Prix	Canadian Tire Motorsport Park	Grids & Points: VH; CL; FC
July 23-24	BARC Canadian Touring Trophy Races	Canadian Tire Motorsport Park	Grids & Points: VH; CL; FC
July 22-24	Summer Classic	Le Circuit Mont Tremblant	Grids & Points: VH; CL
6-Aug	Peter Jackson Races	Shannonville Motorsport Park	Grids & Points: VH; CL; FC (Double)
August 19-20	Calabogie Cup Race Weekend	Calabogie Motorsport Park	Sportsmen Grid Points VH
September 17-18	BEMC Late Summer Trophy Races	Canadian Tire Motorsport Park	Grids & Points: VH; CL; FC
September 23-24	Fall Classic	Le Circuit Mont Tremblant	Grids & Points: VH; CL
October 1-2	Celebration of Motorsports	Canadian Tire Motorsport Park	Grids & Points: VH; CL; FC

Proxy Ballot

VARAC 2021 Annual General Meeting

November 14, 2021

Proxy Holder

Print name:

[Member designated to vote at the AGM on behalf of absent member]

Authorized by

Signature and print name:

[Member granting voting authority to Proxy Holder]

Notes:

- *Each Proxy voted requires a completed Proxy Ballot.*
- *Completed Proxy Ballots must be emailed to the Secretary by Nov 7*
<mailto:gavin.j.ivory@gmail.com>.