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# Delegate Package

Annual General Meeting 2008  
10 AM, November 23, 2008  
Toronto Congress Centre  
650 Dixon Road  
Toronto, Ontario  
M9W 1J1

CASC Ontario Region  
703 Petrolia Road  
Toronto, ON M3J 2N6

November 21, 2008



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## Agenda

1. Welcome from the President – Scott Ellsworth
  - a. Introduction of Board Members And Attendees
  - b. Appointment of Secretary Of The Meeting
  - c. Appointment of Scrutineers
  - d. Announcement of Other Activities
  - e. Statement of Quorum
2. Acceptance of Minutes - November 10, 2007 AGM
3. Year in Review
4. ASN Report
5. Discussion/Questions Re Directors Reports
6. Discussion of Business Plan 2009
7. Other Business
8. Nominating Committee Report
9. Elections
10. Welcome New Board Members
11. Adjourn



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# President's Report

**Scott Ellsworth**

*British Automobile Racing Club – Ontario Centre*

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2008 has been a year of challenge behind the scenes at CASC Ontario Region.

The positives are that participation is up – the number of affiliated members has remained the same, number of licenses issued is up in 2008, and we have had strong championships in our four competitive divisions, Autoslalom, Ice Race, Race, and Solosprint.

Although our sponsorship and promotion efforts have been diluted by other higher priorities, we did implement expanded sponsorship programs with several of our partners which our Vice-President will address in his report.

Our profile as responsible motorsports enthusiasts, enjoying our sport while adhering to community standards remains unchanged.

But our main focus of effort has been in four areas where we feel the organization must be strengthened to be healthy in the economic environment we are likely to face in 2009 – administration, financial reporting, information technology, and operating costs.

In January of 2008, we were advised by Steven Scala that he would be leaving the Administrator's position to pursue other opportunities near the end of February. We conducted a search process, interviewing nine candidates, before hiring Debbie Johnston as the Administrator.

One of the weaknesses uncovered in this transition, though, was that there was little documentation of processes and controls used in the CASC Ontario Region office – knowledge was transferred from person to person rather than being recorded somewhere for reference.

Despite having only one week (!) of training Debbie has done a wonderful job of serving the members and member clubs throughout 2008 and we know will help us greatly in our goal of documenting our processes and controls in 2009.

When we moved to activate the Financial Review Committee (first proposed at the 2006 CASC-OR AGM) we needed to have review performed of the financial statements for 2005, 2006, and 2007. I'm going to repeat this – when Candace Calder began in her role as Treasurer in December of 2006, there were two years of financials which had received no review either internally or externally.

When the Financial Review Committee met in May of 2008 they found that the 2005 and 2006 accounting records required a great deal of work before they could commence any form of review. Once again, we



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needed to have processes and controls correctly applied to ensure that not only did the statements fairly represent the financial position of the organization, but that the allocation of expenses and revenues by division accurately reflected the operations.

Candace Calder and Art Moseley (on behalf of the FRC) will speak to this in much more detail but I want to emphasize one thing – we are not suggesting malfeasance, only that there has been considerable effort required to bring prior years statements to a starting point for review.

We have now brought the last three years of financial records into a complete and accurate condition, and expect that the FRC will present a review report on these statements in the spring of 2009.

In March of 2008 our web hosting provider upgraded their servers to the current versions of web server and database software. This should not have caused an issue. However, we identified back in 2006 that our website back end had been designed and built in an ad hoc fashion. It did not respect suggested security settings on the web server and in fact much of the functionality would not run correctly when the correct security settings were applied. Addressing this has required a complete analysis and rewrite of many sections of the website.

The club administration area has been completed as of November 14 and is “live”. Members may again join clubs and pay club memberships online, club admins can enter and manage their membership information, and CASC-OR can reconcile payments to clubs for online memberships.

The next area to tackle will be licensing, followed by event entries since licensing will be required for the 2009 ice racing season and event entries for the 2009 solosprint season. The licensing functionality will be completed for mid-December 2008, and the event entries for February 2009.

As some of you will be aware, we have sub-let roughly 2/3 of the CASC Ontario Region office premises to the Canadian Motorsport Hall Of Fame for several years now. This has been mutually beneficial – it has given CMHF an office environment in which to house their archives while helping to defray the costs of the space originally leased by CASC-OR which is excessive to what we need to operate. In July of 2008, the CMHF advised us that they did not wish to continue the arrangement and would be relocating their archives to another location at the end of their lease in August 2008. Our lease on the current premises actually expired in September 2008, but we negotiated a short-term extension in order to not have to contemplate a move during the motorsport season. CMHF have in fact not completed their move but will not continue as tenants.

We will need to find another tenant; budget higher cost for office premises; or relocate to new premises for 2009. A decision on the optimum course of action will need to be made within the next thirty days.



Vacancies continued to be a challenge for the Board level this year. We have not had a Secretary for an entire term since 2006. The loss of their experience and participation unquestionably hampered our ability to move forward on a number of fronts and we hope to have this behind us in 2009.

I thank all of the participants in the sport for your dedication and efforts to grow the sport in 2008 and will continue to work with all of you to build the future in 2009.

Yours in motorsport,



Scott Ellsworth  
President CASC Ontario Region  
2007-2008

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## Vice Presidents' Report

### **Nick Majors**

*British Empire Motor Club*  
*BMW Club of Canada – Trillium Chapter*  
*Deutscher Automobil Club*  
*Motorsport Club of Ottawa*  
*Oshawa Motor Sport Club*  
*Toronto Autosport Club*

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2008 proved to be a good year for CASC-OR corporate sponsorships. Mobil 1 expanded their existing title sponsorships of Solosprint and Autoslalom into the Road Race Division. Two CASC-OR race series – Formula Libre and the GT Sprints were rebranded as Mobil 1 championships. In addition to an increased financial contribution, Mobil1 1 provided a generous supply of product to recognize podium winners, participants and volunteers.

Toyo Tire Canada has supported CASC-OR's Touring Car division since its inception about five years ago. With the Touring Car series going private and moving to ASN sanctioning, a new partnership was formed to establish Toyo Tire "sub-championships" within three of our divisions. Competitors using spec Toyo tires were additionally scored for trophies and prizes while still competing within their overall championships. Toyo also expanded their "Code 1" pricing discount to all CASC-OR licensed competitors who were registered in provincial championships.

Inside Track Magazine together with the ORO and Race Division produced a vastly improved, colour version of our event programs for all eight race weekends. These were well received by competitors, volunteers

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and spectators. Additional exposure was gained through the distribution of programs to non CASC-OR participants by stocking a “complimentary paper box” at Mosport between regional weekends.

CSC Racing Products renewed their existing sponsorship which is based on a percentage of purchases made by CASC-OR members. CSC’s monthly product sales to our membership (and consequently sponsorship contribution) were down this year compared to previous seasons.

Other successful programs and promotions in 2008 included trackside support at race events by Toronto Tirecraft, continuation of the Complimentary ticket program for Race Ontario weekends, participation in the Canadian Motorsports Expo and production of full colour multi-division posters provided by Mad Macs Communication and Graphics.

In future CASC-OR will need to expand our efforts beyond simple sponsor recognition and identification programs. New creative sponsorship proposals are demanding more elaborate execution and increased effort on our part to satisfy sponsors who are seeking more original and complex exposure opportunities.

In 2009 we may also be presented with some proposed sponsorships that challenge long standing arrangements with existing supporters. We will need to carefully evaluate the benefits both long and short term to our membership before proceeding.

Nick Majors  
Vice President

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## Treasurer’s Report

**Candace Calder**  
*Deutscher Automobil Club*  
*Oshawa Motor Sport Club*

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Our financial position is expected to be sound after the 2008 motorsport season.

We anticipate a modest profit on 2008 operations per the projection in the Delegate Package.

Our 2007 projection turned out to be quite accurate – we had allowed ourselves \$10K for contingencies in the projection distributed at last year’s AGM and forecast a loss of \$16K – at the end of the fiscal year the contingency allocation was not used, a number of accrued expenses were lower than anticipated and the final position was a profit of approximately \$3,500.00.

Our biggest challenge in the financial area has been to complete financial statements and close the books from the 2005 and 2006 seasons, neither of which were completed at the start of 2007. A great deal of effort has gone into reconciling these previous years, and the results are detailed in an attached financial report.



We are grateful for the support and guidance of the Financial Review Committee (Art Moseley, Peter Cliffod, and Guy Raekelboom) in this regards.

Respectively submitted,

Candace Calder

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## Race Director's Report

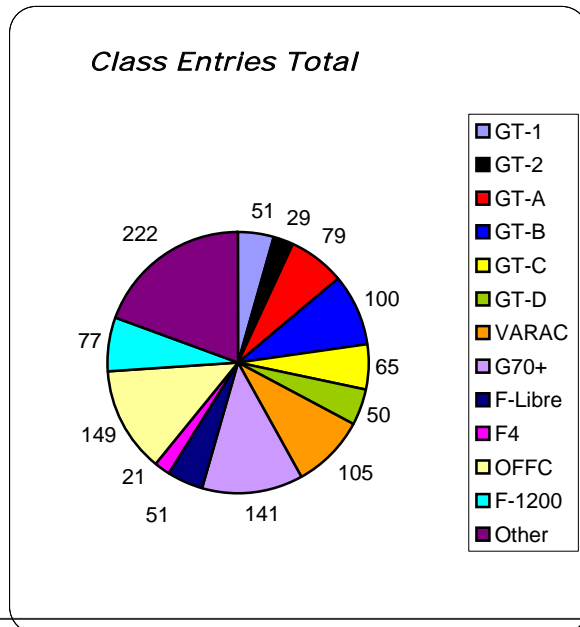
**Cindy Armstrong**

*St. Lawrence Automobile Club*

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This, the first year of my first term as Race Director, was a transition year. Having confidence that our previous Race Director, Gunter Schmidt, had left the Race Division in good shape I was able to maintain the status quo as much as possible and spent much of my time investigating what we do and how we do it so that future endeavours are based on solid information on my part.

The one significant change that was instituted in 2008 was the creation of a GT-2 class. This class showed only modest overall entries this season, likely due in part to the late announcement of the class creation, but it provides a logical answer to the fact that we now have many cars racing in the region that can far exceed the GT-A bracket times. It would appear to have helped account for a 9.5% increase in the overall entry for cars running in what would formerly have been one class and will, hopefully, further increase participation now that we have had a year's lead-in time for car preparation for the 2009 season.



Total entries were down from 1219 last year to 1140 this year. With the Castrol Canadian Touring Car Championship electing to participate in only three regional race events in 2008, there were 255 fewer entries from this group. By contrast, we had a remarkable surge in participation from our grassroots racers that limited what could have been a significant regression to a mere 6.5%.

There was strong growth in almost all the closed-wheel classes with entries in GT-A up 18%, GT-B up 20%, GT-C up 41% and G70+ leading the way with 55% more entries! One rather startling and



unexpected finding was that on those weekends when the GT Sprint classes were split into separate races for GT-1/2/A and GT-B/C/D, the entries for GT Sprints increased considerably. While the GT-1/2/A entry increased by an average of 17% with the split-grid scenario, more significantly the GT-B/C/D entry increased by an average of 78%, with GT-B competitors more than doubling their participation and GT-C fielding 87% more cars!

Two non-points endurance races were run again this year. Both races showed an increased entry; the spring enduro entry was 23 while the fall enduro had 37 cars on the grid. With interest from the racing community being expressed for more endurance style races on regional weekends this may be an area that warrants further investigation.

Unfortunately, the participation in our open-wheel classes was not good. While the Ontario Formula Ford Challenge maintained the status quo, Formula Vee 1200 saw a 17% decrease in entries and Formula 4 has once again lost their championship class status. Formula Libre also continues to have declining entries despite all efforts to revive this group.

CASC-OR also partnered with Mosport to put on a GT race at the Victoria Day Sprints, which had a disappointing entry of only 12 cars. This race was not well publicized in 2008. Hopefully, with almost six months notice that we intend to undertake this again, we will have a better outcome in 2009.

The total number of penalties and reprimands was up compared to 2007. Technical and pit speed violations were down dramatically, mostly due to the reduced CCTCC presence at regional events. Yellow flag infractions decreased slightly while false start and rough driving/avoidable contact were at par. Unfortunately, blend line violations were up almost 35% despite all the work that has been done to educate competitors about the dangers involved. While a great advocate of education over regulation I believe it may be time to increase the severity of the penalty for this particular infraction.

As in the past few years, complimentary crew and guest gate tickets have attracted more people to regional racing. A complimentary weekend program has been added as an adjunct to this and this initiative reached many more spectators this year, thanks in large part, to the resourcefulness of Paul Einarson who sourced and donated a 'distribution' box that was strategically positioned at the restaurant at Mosport. Paul has come through with two additional 'distribution' boxes that will be placed in equally strategic locations at Shannonville and Calabogie next year. The programs are immensely popular and a great method for distributing information about CASC-OR racing activities to the general public.

On behalf of the region's competitors I would like to extend thanks to our countless unnamed volunteers, for without your tireless efforts and dedication we could not race! We recognize that it is only through your hard work that we are able to play equally hard.



The Race Committee and the Ontario Race Organizers (ORO) meet regularly throughout the year and I would like to thank each of the committee members for contributing their valuable time in support of racing activities in Ontario Region. With our collective wisdom and expertise we have begun to formulate plans to ensure that Ontario Region remains the "Place to Race". There are some impending rule changes, some possible class restructuring and increased eligibility scrutineering already being worked on for next year.

<u>Race Committee</u>	<u>ORO</u>
Peter Carpenko*	Paul Anderson (CRDA)
Brian Graham*	Gianni Biral (DAC)
John Greenwood	Bill Bryan (CTA)
Dave King	Marty Cooper (CRCA)
Mary Lobban	Richard Dobbs (MMS)
Bob McCallum	Paul Einarson (BARC)
George McCullough	Anne McCallum (Registrar)

With plans for the resurrection of Spring Fling, two racing schools, eight regional race weekends, the Vintage Festival and a GT race on the Victoria Day weekend our competitors have a lot to contribute and look forward to in the 2009 season!

Cindy Armstrong

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## SoloSprint Director's Report

**Chuck Atkins**

*HADA  
OMSC  
SPDA  
Toronto Autosport Club*

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In 2008 the Ontario SoloSprint Organizers (OSO) partnership consisted of five clubs (TAC, OMSC, HADA, MCO and SPDA). They organized ten competitive events, three school days and two test and tune days. . The Mobil1 2008 SoloSprint Championship Series consisted of ten competitive events, the best six determining the overall champion (Chris Paczynski). The overall champion, Chris, was not determined until the last event of the series. The 2008 ASN Canada FIA Canadian SoloSprint Championship was held at Calabogie Motorsports Park on August 30<sup>th</sup> and 31<sup>st</sup>.. The National Champion was Chris Paczynski (HADA) and third place went to Paul McFadden (SPDA).

The SoloSprint Committee has been very active in 2008 in establishing curriculum documents. We now have a Clerk of the Course guideline that sets out the responsibilities of that position. We also have a Novice Orientation Form which helps us to evaluate the newcomers to our sport. Our SoloSprint Steward's Guide was prepared so that we could train many competitors for that role. Since we incorporate a multitude of marshaling duties in our sport we documented those positions in our SoloSprint Marshaling Guide.



Year	Events	Licensed Competitors	Novices
2008	10	123	42
2007	9	151	47
2006	9	154	60
2005	9	151	66
2004	11	135	60
2003	12	146	56
2002	14	118	48
2001	14	133	39
2000	12	108	40
1999	10	100	45
1998	8	90	38
1997	8	78	31

The above table shows that the competitive spirit of SoloSprint is still alive and doing well despite the extremely high fuel prices that we faced this year. Even though the overall number of competitors was down there were more competitors that competed in the six required events for the overall championship. The 2008 series was held at four different venues - Calabogie Motorsports Park., Shannonville Motorsports Park, Mosport's Driver Development Centre and Mosport International Raceway - providing a varied competitive experience.

Mobil1 continued its title sponsorship support for the SoloSprint Championship Series in 2008. Other series sponsors for the 2008 series were, Afirma Innovations, Agincourt Autohaus, CSC Racing, Discovery Auto Collision, Honda Canada, Inside Track Magazine, Mad Macs Communications + Graphics, New Toro Plating, Toyo Canada, Tri Hospital Sleep Laboratory West.

The SoloSprint Committee meets every month at the CASC-OR offices and includes representatives from each of the OSO partner clubs. Special thanks are due for 2008's Registrar Ana Santos, Secretary John Paczynski, OSO Treasurer Rick Arbour, series Chief Scrutineer Joe Smiley, series Chief Timer Paul McFadden, series columnist Andy Presswood, TAC's Serge Guschin (Soloontario webmaster), OMSC's Dave Barker, HADA's Guillerma Aristizabal, MCO's Craig Seko, and SPDA's Shephen Deneka. Craig Seko also deserves special recognition for putting together the National event at Calabogie Motorsports Park. This was a cooperative event between Ontario and Quebec but Craig did most of the organization for this event.

Rules and Classification issues are dealt with by our Car Classification Committee (CCC), chaired by James Mewett and comprised of Chris Paczynski, Adam Hutchinson, Dave Barker, Arek Wojciechowski, Ron Pasdernick, Chris Atkins and David Pratte. The committee is presently being revamped to include new representatives that are currently involved in the sport. The sport, especially in Ontario, is evolving quite rapidly as more and more competitors are finding ways to increase the performance levels of their cars. Two examples are tires and aero. Ontario has implemented new PIP schedules to make the competition



level fairer but the rest of the country has not adopted these new rules. Ontario continues to set the bar to which the rest of the country must rise eventually.

2009 promises to be a challenging year as we try to grow our sport despite the rising costs. Track rentals for SoloSprint events are pricey and we may have to reevaluate where we compete. The number of overall events will be reduced next year in an attempt to reduce the costs for our competitors. The soaring cost of gasoline, not only for the on track experience, but for the trip to the track will be a challenge as well.

Chuck Atkins.



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## AutoSlalom Director's Report

**Gary Wood**

*SPDA, WOSCA*

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CASC-OR Mobil1 Autoslalom Championship Series competitors were grateful for the efforts of the organizing clubs who made the series possible in 2008. OMSC, St. Lac, SPDA, WOSCA, HADA and TLMC (twice) ran seven great events at five sites across Ontario which resulted in a highly competitive championship season. The Overall series Champion is Hanif Premji (for his 3<sup>rd</sup> time) followed by Wes Tanney and Paul Kreutzwiser. Top novice in 2008 is Adam Sobanski.

Each event saw the profile of our valued sponsors enhanced with regular mentions and prize giveaways. Mobil1 continued as the primary series sponsor and were joined by CSC Racing, Inside Track Magazine and Mad Max Graphics as important sponsors. Toyo Tires became a major sponsor in 2008 and supported a "series in a series" for users of Toyo products. This championship was won by Wes Tanney with Steve Stockhill being top novice. There is no doubt that all competitors appreciate the efforts of our sponsors.

In 2008 an Interclub Challenge was instituted sponsored by Change CRAFTER Services. It recognized the combined efforts of members of various CASC-OR affiliated clubs. The inaugural winner is WOSCA, followed by SPDA, OZC and OMSC. Congratulations to these clubs for stepping up to show your strength and competitive nature.

### CASC-OR Autoslalom Series Stats

year	# events	#entrants	# novices	# scoring max events	# max scoring events
2008	7	88	6	42	4
2007	6	56	5	37	4
2006	10	112	8	35	6
2005	10	134	19	54	6
2004	10	151	21	58	6
2003	9	184	16	39	7
2002	8	76	18	38	5
2001	7	52	13	19	5
2000	7	53	13	21	5
1999	6	65	20	37	4

It is evident from the above chart that series involvement has leveled out. During 2008 a survey was held which indicated that competitors find the current rules structure to be acceptable and works well. For 2009 it is clear that stronger event promotion is required. This is a tricky matter since some clubs see the CASC-



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OR series as competing with their own events and recommend that their members avoid the CASC-OR series.

In preparation for 2009 all affiliated clubs who organize their own events were contacted/e-mailed to ask for input on how to improve this situation. Unfortunately only three replied, leaving a void. It will be difficult to grow the CASC-OR series without the vital support of more member clubs. The Autoslalom Director is committed to working with all clubs to promote both their events as well as the CASC-OR series to grow the sport across the province. In 2009 we are also planning to again partner with the city of Milton to raise the profile of the CASC-OR in improving road safety. With co-operation 2009 will be an excellent autoslalom season.

Gary Wood

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## Ice Race Director's Report

**Sharon Feeney**

*Peterborough Motor Sports Club*

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2008 was another excellent year of ice racing. Some weekends saw record numbers for registration where others were lower due to the inordinate amount of snow and poor driving conditions. Overall though, attendance and participation were strong.

We have had such an increase in the past two seasons in our Street Stud Class that I have now permanently split the class and am running them in two races, FWD and 4WD/RWD. All those involved seem to like the split classes better and we rarely ran into any time constraint issues by doing so.

In August of 2008 the Minden Kin Club was recognized and awarded the 'Hal Rogers National Service Award' which is the highest honour a Kin Club can achieve. Mr. Tom Prentice, President of the Minden Kin Club, says they owe 100% of the honour of winning the award to the CASC-OR Ice Racing Series. What a great achievement for a Club of only 13 members and to know that our series contributed to it is something to be proud of.

There are ongoing talks by the Minden Town Council for a possible residential development to be constructed directly adjacent to the fairgrounds where we hold our series, and the Kin Club has been accumulating correspondence in praise of our series to try to ensure that the Township knows how important we are to the community and its economy. We are hoping that the Council will recognize our importance and bring some sort of guarantee to the table that will enable us to continue to use the fairgrounds if the development gets passed.

We are still having an issue regarding our full-studded class and the availability of tires in the future. The company who has been supplying them for years is for sale. We have talked about purchasing it, but at this



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point we are still undecided as to what direction we will take. Jeff Wenzel of Tirecraft who supplies all our street stud tires is working on developing a competitive and cost efficient replacement.

At our spring drivers' meeting I was elected as Director again for another 2 year term. I look forward to continuing to help this sport grow and could not do it without the support of our organizing clubs, their volunteers or the competitors who make this the best thing to happen in winter that I have ever known.

Sharon Feeney  
CASC Ice Race Director  
PMSC Ice Race Organizer  
CASC Ice Race Series Scrutineer

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## Office Administrator's Report

**Deborah Johnston**  
*Motorsport Marshalling Services*  
*Oshawa Motor Sport Club*

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2008 has been a transition year in many ways, not the least of which being, for me, resigning as Secretary to become the Office Administrator for Ontario Region. I want to thank everyone for their support and guidance during the year, and wish to assure you all that 2009 will be a great year for CASC-OR.

Our focus this year has been on infrastructure. As we move forward we are faced with the demands of maintaining an organization built on integrity and professionalism. While for most of us this is our hobby, we must be conscious, and contentious, of the need to operate as a business entity. Clear processes and procedures will be a priority in 2009.

The office is up-to-date regarding club memberships to forward. This task was occasionally challenging given the website upgrade that took place in March but we are confident in the work that has been accomplished to improve the website for the members, and in the processes now in place.

Our licence base did increase in 2008, compared with 2007, as follows:

	<b>2008</b>	<b>2007</b>
Official Licences	394	332
"A" Licences	229	185
"B" Licences	127	125
"C" Licences	246	161

As was noted in 2007 our membership is aging. Our challenge will be to not only maintain our membership base, but to actively seek to grow our sport with new, young members.

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## Safety Review Committee Report

**George McCullough, Chairman**

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2008 has been a light work year for the committee, Perry Iannuzzi, Peter Jackson, Bill Lobban, Laurence Polley, Rob Smith, Christian Sorensen, and myself.

We monitored the Parry Sound Snowmobile Club charges laid by the Ministry of Labour under the Health and Safety Act Section 25(2)(a) and when the settlement was reached assessing a fine for not providing adequate training and supervision for a paid employee we examined the various groups and services within CASC and made recommendations to the groups on how they could insure that they were being diligent in their operation. We also alerted the division directors to the outcome of the case so that they would be aware of the problem.

Toward the end of the year the race director asked us to look for ways to improve the situation where cars were being hit as they were parked at the side of the race track. We looked at this problem and gave her a recommendation which she is presenting to the race committee.

George McCullough

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## Vintage/Historic and G70+ 2008 Report

**John Greenwood**

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VARAC would consider 2008 to have been a good year where, despite the doom and gloom of money planners forecasts, racing in our group appears to be getting along quite well.

For 2008, we had 239 members, of which I estimate 160 are CASC licensed race drivers. We had 122 members who participated in our "in house" championship and who participated in more than two races, with some who participated in eight or more races during the year.

VARAC started off its 2008 season with our own "Test and Tune Fun Day" at Dunnville Autodrome, then our members provided decent grids for both Vintage/Historic and G70+ at six different CASC-OR regional events. We also supported another four events approved by VARAC in Quebec, New Hampshire, and



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Michigan, while some other VARAC members went farther afield throughout the U.S.A. to Pittsburgh, VIR, Sebring and Daytona.

The 2008 VARAC Vintage Festival was a terrific success with a record number of cars entered (214 cars, breaking our best ever event total of 2007 year ) plus an additional 23 cars entered the optional Enduro. This was even more gratifying as other prestige vintage events in the U.S.A. during 2008 were down by 25 to 40% total entrants, due to high fuel prices and the scary financial situation.

However tragedy struck on Sunday morning when a fatal on-track accident took the life of one of our favourite entrants, Dino Crescentini, of Michigan. U.S.A, driving his ex Gilles Villeneuve Wolf Dallara. The OPP investigated the scene and were still there when VARAC Race Director Stefan Weisen informed everyone that the event was to be terminated due to the ongoing police investigation. However, all entrants went home saddened, with promises to return next year!!

BANKING - VARAC's bank balance is healthy, maintaining sufficient funds to bankroll the 2009 Vintage Festival and all other activities and expenses expected during 2009. In addition, VARAC subsidized several social events in 2008 and still generated a small increase into the year end bank balance.

## FUTURE

1. VARAC's Board of Directors is pleased to see the report that a second RACE drivers school is planned for mid season 2009, and we will pledge to help this go forward with whatever help we can provide, such as volunteers etc.
2. VARAC B.O.D. would like to be assured that a scrutineering training session be scheduled during the "off " months of Jan-Feb-Mar. with a 4-8 weeks notice of such school schedule and an alternate date planned for snowstorms etc
3. VARAC has put forward a proposal to ORO to create a third VARAC grid for the 2009 season, tentatively called "Classic Formula Cars". This field would consist of all pre 1989 open wheelers and sports racing cars, and would be a place to race for some of the displaced cars from the late Formula Libre grid and others. We are awaiting a response from ORO to these proposals that are still in the planning stages and will require open minds to move it forward.
4. I intend to step down from my position as President of VARAC at the end of this term (Nov 29) having served two-2-year terms. I will continue on with VARAC B.o.D. as Past President for a further two years.
5. I wish to thank all those CASC members and officials that I have met at various meetings and social gatherings, it has been my great pleasure to have been with you all. See you at the races!

John Greenwood



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## Appendix A: Statistics



### Voting Tallies

At November 1, 2008

	<u>STATUS</u>	<u>CURRENT</u>	<u>VOTES</u>	
1	BMW Club of Canada - Trillium Chapter	Full	119	10
2	British Automobile Racing Club	Full	239	22
3	British Empire Motor Club	Full	108	9
4	Canadian Race Communications Assoc.	Full	96	8
5	Canadian Race Drivers Assoc.	Full	13	1
6	Canadian Timing Assoc.	Full	28	1
7	Canadian Volvo Club	Full	8	1
8	Competition Corvette Club	Full	1	1
9	Deutscher Automobil Club	Full	99	8
10	HADA Motorsport Club	Full	94	8
11	Kitchener-Waterloo Rally Club	Full	1	1
12	London Auto Sport Club	Full	1	1
13	Maple Leaf Rally Club	Full	29	1
14	Mazda Sports Car Owners' Club	Full	1	1
15	Motorsport Club of Ottawa	Full	387	30
16	Motorsport Marshalling Services	Full	147	13
17	Ontario Z-Car Owners' Club	Full	82	7
18	Oshawa Motor Sport Club	Full	99	8
19	Peterborough Motor Sport Club	Full	71	6
20	Saab Owners Club of Canada	Full	1	1
21	SPDA	Full	283	27
22	Special Vehicle Owners Assoc. Toronto	Full	45	3
23	St. Catharine's Motor Club	Full	14	1
24	St. Lawrence Automobile Club	Full	85	7
25	Thousand Islands Zed Car Club	Full	1	1
26	Thunder Bay Autosport Club	Full	2	1
27	Toronto Autosport Club	Full	123	11
28	Toronto F-Body Motorsport	Full	56	4
29	Twin Lakes Motor Club	Full	104	9
30	Underground Miata Network	Full	1	1
31	Vintage Automobile Racing Assoc. of Canada	Full	227	21
32	Western Ontario Sports Car Assoc.	Full	38	2
			<hr/>	
			2603	226
			<u><u>2603</u></u>	

#### NOTES

Non-voting status has been granted to clubs in good financial standing which have not submitted required documentation to CASC Ontario Region

