

The Bulletin



April 2015

Volume 61, Issue 4



IN THIS ISSUE...



“Crazy” Leo Guest Speaker at April 22nd Meeting



Big Competition Weekend Coming Up

New Name, Format for Galway-Cavendish



And more.....



Canadian Automobile Sport Clubs Ontario Region
CASC-OR, the Official Sanctioning Body of Motorsports in Ontario.

The Peterborough Motor Sports Club, Inc.

PO Box 131

Peterborough, ON K9J 6Y5

www.pmsc.on.ca

Also on Facebook and Twitter

Meetings

Club Executive meetings are held on the 2nd Wednesday of each month at the call of the President.

Social meetings are held on the 4th Wednesday of each month at The Souvlaki Pit, 75 George St. North, Peterborough. (Meetings in June, July & August are often highlighted by fun events and venues.)

Affiliations

The Peterborough Motor Sports Club is a multi-discipline club, organizing ice races, solos, auto crosses and rallies. It is affiliated with the Canadian Automobile Sports Clubs-Ontario Region, Rally Sport Ontario and the Canadian Association of Rally Sport.



2015 Executive

President	Mike van Rees <u>president@pmsc.on.ca</u>
Vice President	Peter Watt <u>vicepresident@pmsc.on.ca</u>
Secretary	Kevin DeVries <u>secretary@pmsc.on.ca</u>
Treasurer	Peter Gulliver <u>treasurer@pmsc.on.ca</u>
Competition Dir.	Dan Demers <u>competition@pmsc.on.ca</u>
Director at Large	Vacant
Communications	Len Arminio <u>bulletin@pmsc.on.ca</u>





From the Editor's Keyboard

April, 2015

Finally.... Something resembling spring is upon us. Moreover, it is just in time for our first big event weekend of 2015.

The Spring Run Off Rally, an ORRC event, takes place **Saturday, April 25th**. It starts and ends at the Black Dog Bar and Grill on the Northbound side of Hwy 115 in Orono.

On **Sunday, April 26th**, our first Autoslalom (Solo) event, the aptly named **Cob Web Solo**, takes place at Kawartha Speedway. See the full-page posters in this Bulletin for all the details.

But before that, please arrive early for the **PMSC monthly membership meeting on Wednesday the 22nd**. Our guest speaker will be "**Crazy**" **Leo Urlichich**, former PMSC member and well-known international rally driver.

Leo always has a lot to talk about and I am sure he won't disappoint us.

The meeting starts at 7:30pm but we usually gather for a bite to eat at 6:30pm. As always, we meet at The Souvlaki Pit, 75 George Street North at Rink.

On a personal note, I wish to express my gratitude to those ice race drivers, workers and officials who submitted my name for the Andy Hughes Memorial Award for Worker/Volunteers. I was indeed totally surprised by the award presented on March 21st at the CASC-OR Ice Race Awards Banquet. I am humbled by the recognition.

Now...if we could get more folks to get their Clerk and/or Steward License.....

Len Arminio
Your Humble Scribbler

Crazy Leo To Speak at April 22nd PMSC Meeting



Here is a brief biography of Leo Courtesy of Wikipedia

(The Editor does not vouch for the reliability of the information)

Leonid "Crazy Leo" Urlichich (born 2 February 1985 in Moscow, USSR) is a Russian-born Canadian rally driver currently competing in the Canadian and the US national championships. He drives for a Toronto-based team Can-Jam Motorsports. Urlichich is notable for winning the second gravel rally he has ever finished.

Early career

At the age of 17 Urlichich enrolled in Trent University in Peterborough, Ontario, where he perused a Business Administration degree. It was during his tenure at Trent that Leo joined PMSC. He first drove competitively while at university, at the local rally cross events in his daily-driven Subaru WRX STi. 2007 marked his first performance rally, Rallye Perce-Neige Maniwaki, held in Quebec.

2008-2010

The 2008 Black Bear rally earned Urlichich his first ever performance rally victory. Urlichich and co-driver Dave Shindle won the event after setting the fastest times on all but the last stage against more experienced Peter Thomson and Andrew Comrie-Picard.

The 2010 season was Urlichich's full season in the Canadian Rally Championship. Rally Baie-des-Chaleurs delivered his first national podium, as he finished second. Urlichich finished fifth overall in the 2010 Canadian Rally Championship.

2011

2011 season saw Leo team up with an Irish co-driver Martin Brady. The team has competed in eight events



across Canada. Urlichich lost Rallye de Charlevoix to Antoine L'Estage and John Buffum (who was co-driving at this event) by one second. At the end of the season Urlichich and Brady won Rally of the Tall Pines and finished second in the Championship.

2012

2012 was Urlichich's inaugural season in the Rally America championship in the United States. Partnered with an experienced Welsh co-driver Carl Williamson, Urlichich has won a stage at the debut Sno*Drift rally and finished the event third, later to be penalized to sixth place due to the substrate of the catalytic converter missing. At the second rally of the year Urlichich crashed heavily into a telegraph pole, but despite serious damage to his car, he was able to finish second overall. The video of the accident went viral on YouTube getting over 1.4 million views.

Urlichich and Williamson finished second in the Canadian Championship, second in the North American Rally Cup, and fifth in the Rally America National Championship.

2013-14

Leo was absent from full-time competition in 2013, spending time in Europe to prepare for the DMack Tyre Division of the [World Rally Championship](#) where he competed in events in Spain, France, Germany and Finland, among others in 2014.

Personality and social media

Urlichich is known for his passion about rallying and his quirky behavior that shows through his interviews. His public persona matches his personality, which has gained Urlichich a sizeable social media following, larger than that of any other rally driver in North



***April Membership Meeting
Wednesday April 22, 2015
7:30pm
The Souvlaki Pit***

Galway Cavendish Festival of Rallysport 2015



Big changes are coming to GCFR this year, including a title change to reflect the expanded activities the event is offering. The Festival will comprise of Galway Cavendish Forest Rally and Galway Cavendish Forest Rally Sprint.

GCFR this year will be a collaborative effort between PMSC & KWRC. Over the years, many KWRC members have held key roles within the GCFR organization and this year we move that involvement up another step.

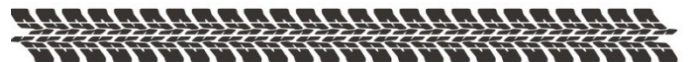
We have also moved HQ and Service to Parnell Contracting Quarry that has been a turnaround location for many years.

Transits? What Transits? With service in the quarry, we have virtually eliminated transits. This allows you more time to play so we have increased stage distance to approximately 120 km without increasing schedule time.

With elimination of public road transits we have received an exemption from CARS that permits entry of vehicles not currently road licensed or insured. Of course, all vehicles must otherwise be CARS legal.

We are also pleased to offer Rally Sprint competitors a place to play. We are currently working on a schedule that will allow Rally Sprint to run when stages are idle from OPRC usage. After much consideration, we are planning to run the Rally Sprint on shorter segments of the regular rally roads. These roads can handle a lot more rally traffic without deteriorating so Rally Sprint competitors will have less risk of less damage to vehicles.

Because of these changes and the generosity of our sponsors, entry fees will be the lowest in years.





*The Peterborough Motor
Sports Club
Presents:*



*The 35TH Annual
Spring Run Off Rally*

Saturday, April 25, 2015

An Ontario Road Rally Cup Event of about 4 hours.

New Roads - Lots of CPs - Rest Stop

*Start/Finish: The Black Dog Bar and Grill
6065 Taunton Road at Highway 115/35 North
Orono, Ontario L0B 1M0*

11.2 km North of Hwy 401 Exit 436

Registration: 09:30 -10:30hrs

Car "0": 11:00hrs

Finish: Appx. 15:00hrs

Three levels of instructions: Novice, Intermediate & Expert

Entry Fee \$40/car (PMSC Teams \$10)

Information: Louis Cabardos; l.cabardos@gmail.com



Cob Web Solo 2015

Sunday, April 26

Kawartha Speedway

Registration Opens 8:00 am

Walk Thru 10:00 am

Entry fee: \$30 non-members/ \$10 for members



Contact: Dan Demers

ddemers67@gmail.com



Competition Calendar 2015

This indicates a completed event. **Red** is next event(s)

Event	Date	Location	Organizer
Ice Race	Jan. 31 & Feb. 1	Minden	Tim Fleguel
Spring-Runoff Rally	April 25	Orono	Louis Cabardos
Cobweb Solo	April 26	Kawartha	Dan Demers
Watchwinder Solo	May 24	Douro	Glenn Austin
Speed Weekend Solo	June 14	Kawartha	Phil Tighe
Mid Summer Solo	July 26	Picton	Al Pawling
GCFR/Rally Sprint	Aug. 8	Catchacoma	PMSC/KWRC
Dog Days Solo	Aug. 16	Kawartha	Travis Grubb
Fall Ball Solo (Regional)	Sept. 20	Picton	Al Pawling
Last Chance Solo	Oct. 18	Kawartha	Dan Demers
President's Prize	Nov. 14	Peterborough	Len Arminio
Fun Rallies:1	June 24 (GPS)	Peterborough	Len Arminio
2	July 22 (Scrabble)		
3	August 26 (Poker)		

Observations from the ASN Canada FIA

Advisory Board Meeting

It has been a while since I've contributed anything to the Bulletin but I've recently come across some items that may be of interest to the members.

I had the pleasure of being an invitee at the ASN Canada FIA Advisory Board Meeting. There was an interesting mix of information and discussion that embraced all aspects of motor sport in Canada and beyond. CARS was represented by John Hall and myself, but were just a small flea on the backs of the "big dogs" in the sport.

With PMSC's competition getting into full swing, one item that may affect any and/or all our events is an insurance item. **Our ASN policy does not insure against any aircraft, manned or unmanned at any ASN sanctioned event. That could affect our solo and rally activities. While the government may permit operations under specific guidelines, the events themselves have no ASN insurance coverage if an incident were to occur. That would leave the individuals organizing the event exposed to any actions not covered by their personal insurance.**

You can imagine the difficulty in enforcing this, especially at a rally, but should someone start to fly a drone at one of our events we would be remiss if we did not curtail that. Given that the Government regulations require permission of the property owner/lessee/renter, the club would be in a legal position to remove them from the property (restricted area). The issue gets a bit more challenging at a rally where the restricted area is only defined by the distance from the road.

After considerable discussion, there is likely to be a bulletin clarifying the situation, the gist of which would be a statement that would not prohibit a commercial entity from using an aerial platform provided they have a \$5,000,000 CDN insurance policy with ASN, CARS, and the appropriate region and club listed as an additional insured.

I can have a copy, not of the actual policy, but of the summary if anyone wished to see it, but will only bring it if requested.

There are also additional insurance products available for Clubs, Individuals, and teams that I can share if requested.

I also have information on the an event called "Ontario 1500." This is essentially a week-long one lap of Ontario. Looks pretty interesting. There are entrants already registered.

There were a wealth of additional items covered, not all of them directly applying to our current operations, but some worth mentioning from a PMSC perspective:

1. Safety Harness expiry as per manufacturers' recommendation: SFI – 2 years, FIA- 5 years.
2. Helmet expiry dates the same. **We should throw out the PMSC helmets if they do not conform to the current rule set.**
3. When competing, if your car is plated, the primary insurance is your personal insurance. If un-plated, it is ASN insurance. No – you can't just take your plate off when competing. (Fraud)
4. We've often heard the statement "insurance rules won't let us do that." This is incorrect since it is the organization ASN – CARS that sets those rules, not the insurance company.
5. Anyone competing in CHUMP Car events should be very careful. Consensus was that their \$10,000 insurance only covers damage to the track property. Competitors are uncovered beyond their personal insurance. Ask to see the policy if competing.
6. Currently, CIBC out of province medical insurance is the only one that does not prohibit automobile racing. This might change so check.
7. When volunteering at an event, damage to your vehicle is covered, subject to the ASN deductibles.

Well, that is it for me. Looking forward to our next social meeting. Safe Roads.

Peter Watt





Tour of Burnt River

Off-Road Facility

Folks,

Pete Gulliver, Dan Demers and myself traveled to Burnt River Off-Road Facility on Wednesday, April 1, to get a look at what they have there. It is off Bury's Green Road (Kawartha Lakes Rd 37) about 15 minutes northwest of Bobcaygeon near Hwy 121.

Rob and Connie, the owners of the 900-acre property were very interested in adding events in the winter months to their venue. Rob showed us the motocross venue and the location available on their site for a potential ice race track. The preferred site would likely be slightly longer than the Minden venue. There would also be lots of room for paddocking of 100+ cars, support vehicles and trailers. A mock grid could be set up for direct entry to the S/F in either direction. The proposed site as already been cleared of trees and brush but would need leveling. Rob has the equipment necessary to construct the track and has access to water and the vehicles to flood a track.

While Burnt River has focused on motocross and sells membership for the site, the facility has several roads which could be used for **rally cross or rally sprint** events in both summer and winter. (They have been used in the recent past for testing performance rally cars).

The site is municipally zoned for motorsports

The above are the "pluses" of the site.

The minuses are many.

The main problem is the lack of infrastructure. There is no electrical service to the proposed location. Generators would be necessary. There are no buildings for registration, scoring, washrooms, food services, etc. Portable buildings could be installed at some expense but there could be issues with health regulations and permits, etc.

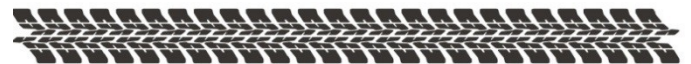
The nearest community, Bobcaygeon, has limited accommodations. Minden is about 30-40 minutes away.

And finally, the owners are facing charges under the municipal noise by-law. The nearest neighbours are more than two kilometres away.....but.... they complained. Therefore, it goes to court.

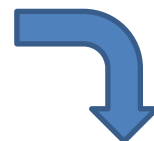
It would be unlikely the "minuses" could be remedied for 2016. However, the seed has been planted with the owners who are keen to attract more use for their expansive facility.

Their website: <http://www.burntriveroffroad.com>

Len



The skills taught at Team O'Neil Rally School build a very strong foundation for car control and safe daily driving.





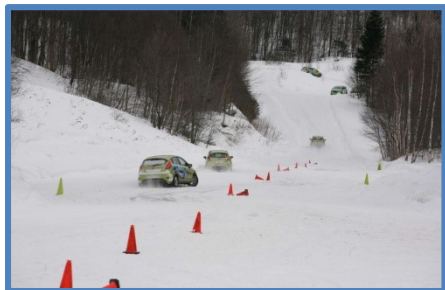
By Lesley Wimbush

Originally published online: March 12, 2015

Used with the permission (and suggestion) of the author

DALTON, New Hampshire — Nestled deep within the White Mountain foothills, the town of Dalton is a wilderness paradise. More than 80 per cent undeveloped, it's almost 14,500 acres of densely forested bush and rugged outcroppings.

And 600 acres of that is solely dedicated to the pursuit of happiness – the art of making a rally car leap and cavort with wild abandon.



Established in 1997, Team O'Neil Rally School is the brainchild of five-time U.S. Rally Champion Tim O'Neil, and it's the kind of place that inspires car enthusiasts and adrenaline junkies alike to weep with joy.

Motorsport history is filled with the celebration of its heroes, dashing figures taunting death in their open-wheeled torpedoes, hurtling around the candy-striping with all 10 cylinders howling in protest. The stakes are high, but the rewards are sweet – worshiped by racing fans, immortalized in print, desired by many while the endorsements ring in.

While Formula One and NASCAR stars kick back in their motorhomes, popping champagne corks while the jet's being refueled, the rally driver's in a ditch or snowbank, wrenching frantically by flashlight to get back in the race.

And then there are rally drivers.

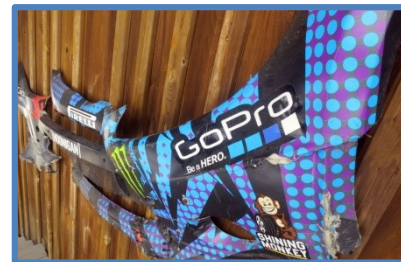
The octane-crazed kamikaze pilots of the motorsports world, rally drivers aren't just fast. Physics-defying gymnastics, while dodging trees, ditches and boulders at breakneck speed make rally drivers the zen masters of car control.

And Team O'Neil are the acknowledged masters of rally instruction.

After a seemingly endless trek spiraling through dense and rolling brush, we arrive the school's headquarters, a sort of log camp retreat for automotive enlightenment.

Some of rally's greatest names train here – and some of road and circuit racing's biggest stars are frustrated to find that their skills don't necessarily travel well off smooth pavement.

The classroom is held in the central lodge, which, aside from the typical chinked-beam and antler decor, proudly displays colourful wreckage left behind by rally greats like Ken Block and Travis Pastrana.



O'Neil – whose affable manner belies his status as one of the world's foremost experts on the use of “left-foot braking” – gives us a brief introduction before turning us over to his team of instructors. A wise-cracking, cocky bunch, it's obvious that not only do they love what they do, but have the kind of confidence that comes from being hand-picked for the job.

After a classroom session outlining the rudiments of rally driving, many of which contradict everything we've been taught previously, we head outside to a fleet of Ford Fiestas. If the stock engine's paltry 120 horsepower output sounds less than impressive, we're reminded that most of the surfaces we'd be driving on today are too slippery to stand up on.

There are a couple of more potent Fiesta STs lurking within the pack, but as head instructor Travis Hansen points out, that extra power just drives you further in when you inevitably stuff it in a snowbank.

Our first exercise was the familiar “skid pad” – circling round and round an icy rink, until the tires eventually give up their grip and the car leaves the circle, plowing straight ahead in an understeer condition.

Traditional driving schools teach counter-steering to regain grip, while applying throttle, and the result when performed correctly, is a sweeping arabesque around the perimeter.

Unfortunately, it doesn't work that way here.

Once we're up to about 60 km/h we're instructed to keep the wheel in position, about a 20 degree angle, while maintaining throttle. The only variable was the brake pedal – which we'd be operating with our left foot.

Sound simple?

It's anything but. Rally drivers use left foot braking to induce oversteer, swinging around sharp corners without lifting off the throttle and losing speed.



The left foot, which is accustomed to hovering over the clutch or dead pedal, now has to fight every learned and reflex action. It's like patting your head

while rubbing your belly, there are too many pedals and the feet are quickly confused by counter-intuitive instruction.

Needless to say, it takes more than one stall and several spinouts until we've achieved some semblance of understanding the skill.

Moving on to a slalom, our enthusiasm is dampened by the realization that most of the course lay on a sheer, icy hill, that the cones were simply too close to trust luck and momentum to get us through ... and that we were again to use the left brake, inducing over-steer to navigate the sharp turns.

For most of us, it's an overwhelming experience as we struggled with the proper brake modulation to execute the turns properly, mowing down the cones, careening off the snowbanks or stalling the car. The instructors spot our faults and correct them immediately – there's no false praise nor gentle stroking of egos here.

Those whose driving is ruled by emotion could be asked to wear the dreaded "pink helmet," a humbling tactic for cooling down testosterone.

The pink helmet of shame is used when rally school participants get too rowdy.

Throughout the day, we try to cram in the skills that many participants have up to a week to master. The most dramatic of these is the pendulum turn, or "Scandinavian Flick", a move created by the rally's "Flying Finns" in the 1960s.



I'm exhausted, but thrilled when I finally pull off this tricky manoeuvre, counter-steering around a sharp corner and using the brake to "flick" the car's rear end around.



On hand is rally champion and X-Games star, Andrew Comrie Picard, who drives for Team O'Neil in the Rally America Championship. I don't hesitate when

offered a hot lap in his specially prepped Fiesta R2 rally car, and am quickly buckled into the passenger seat of its spartan cockpit.

Riding along with a rally driver of this calibre gives you an idea of just how good these guys are. I've ridden shotgun with some amazing drivers, but the Le Mans winners aren't dodging trees and boulders as they hurtle through the woods spraying snow at 100 miles an hour.

It's an intricate dance of balance and grip, pushing the car to its very limits – and occasionally leaving the ground in an exhilarating "yump" (jump in rally parlance).

For those who aren't really interested in pursuing a career in rallying, the skills taught here build a very strong foundation for car control and safe daily driving. In addition to having the most fun possible on four wheels, you'll gain the ability to take snowy on-ramps in stride.

For more about Team O'Neil Rally School, including rates and driving courses visit <http://teamoneil.com/>.



Boring Stuff

Minutes:

Peterborough Motor Sports Club

March 11, 2015 Business Meeting

The Souvlaki Pit, Peterborough ON

Attendance: 11 members

Mike van Rees, Peter Watt, Peter Gulliver, Dan Demers, Len Arminio, Kevin DeVries, Rick Williams, Doug Armstrong, Serge Bidnost, Alan Pawling, Chris Johnson

Call to Order: 19:30 by M. van Rees

Insurance

Application in progress by Kevin DeVries, pending confirmation of a few solo dates.

Peter Watt requires the insurance information for CARS

Calendar Update-D. Demers

Having issues getting solo dates confirmed with Kawartha Downs. Have heard other users potentially have dates confirmed despite PMSC having proposed schedule to Kawartha Downs in November 2014.

Currently means 4 solo events in the air.

Douro confirmed for May 24, Picton airport confirmed for July 26 & Sept 20 (Regional solo)

Solo double header with SPDA – Alan & Serge

SPDA (Subaru Performance Drivers Association) has approached PMSC regarding the potential of holding a double header weekend at the Picton airport. If approved, SPDA would host the Saturday event and PMSC would host the Sunday.

Discussion on benefits to having double header. Some points included:

- Increased entry for Sunday event due to competitors staying in area
- Reduced set-up time for Sunday event by leaving course set up (2-3 hours to set up)

Motion to do double header with SPDA: Dan Demers

Seconded: Peter Watt

Spring Runoff TSD Rally Update: L. Arminio

Update from the organizer. Start location has changed to the Black Dog restaurant just off 35/115 near Orono (old Dutch Oven restaurant) Approximately 200 km, Car 0 out at 11:00 am.

RSO AGM: P. Gulliver

Taking place March 21, 2015 at the Bridgenorth Library. Meeting only as awards and banquet took place

concurrent with the CARS year end awards and AGM in January.

M. van Rees to carry proxies.

Other RSO information

The three stand alone RSO performance rallies (Lanark Highlands, Black Bear and Galway-Cavendish) will be using a tracking system from Motoring Event Services (Mark Williams) called EZTrak. The system was demonstrated on a few vehicles at the 2014 Rally of the Tall Pines. This system is in contrast to another tracking system, Rally Safe, that was tested in 2014 and is being proposed for use by RallyWest and RallyBC for their performance rally events. The Rally Safe system while it has more features also carries a substantially larger price tag.

The cost of using the EZTrak system will be paid for by RSO for 2015

Financials: P. Gulliver

Year to date finance report presented by Treasurer P. Gulliver.

Motion to accept finance statement as presented: Peter Watt

Seconded: Dan Demers

Ice racing update: L. Arminio

CASC ice race meeting attended by L. Arminio, P. Gulliver and T. Fleugel for PMSC. Members from BARC, TAC, BEMC, TLMC, also attended.

The primary discussion was pertaining to the payments made to the Minden Kinsmen for ice racing events and the affect it has on financial outcome of ice racing events for the hosting clubs. Currently a flat rate for track use and a per car fee are charged with the total being subject to HST. There is also an additional maintenance fee charged post tax. It was proposed to go to a percentage of the weekends income rather than a flat rate as currently is used. Further discussions will take place to determine what an acceptable percentage would be. Another discussion topic was the behaviour of a certain Kinsmen club member towards members of CASC clubs on different ice race weekends.

Peterborough Motor Sports Club

April 8, 2015 Business Meeting

The Souvlaki Pit, Peterborough ON

Attendance: 12 members, 2 guests

Mike van Rees, Peter Watt, Peter Gulliver, Dan Demers, Len Arminio, Kevin DeVries, Rick Williams, Doug Armstrong, Dave Sullivan, Norval family (3)

Call to Order: 19:31 by M. van Rees

Spring Run-off - L. Arminio on behalf of L. Cabardos

Green crewed by Brian Maxwell

Checkpoint crews arranged

Letter to local police departments will be sent week of Apr. 13

Route will consist of '2 loops' and use 'new style' instructions

4 season roads, mostly pavement, no car breakers. Were in good shape when checked but with spring melt and rain ??

Calendar Update-D. Demers

Competition calendar is now finalized

Next events are Spring Run-Off Rally, around Orono, Saturday Apr 25 and Cobweb Solo at Kawartha Downs Sunday Apr 26

Update to previous business. Unable to secure Saturday at venue so will not be running double header solo at Picton Airport

Insurance Update P. Gulliver, K. DeVries

Application mailed mid-March. Cheque was cashed by ASN, pending receipt of paperwork
New Insurance Broker. No longer Jones Brown, now StoneRidge Specialty Insurance

Burnt River. P. Gulliver

D. Demers, L. Arminio & P. Gulliver met with owner last week (Mar 30 – Apr 5)
Burnt River is a offroad motorcross type facility. Located approximately 20 minutes north of Bobcaygeon. Recently completed a zoning change to permit automotive activities. (Rallycross, testing days, etc)
Purpose of visit was to investigate possibility of use as a rallycross and/or ice race venue.
Verdict was there is one area that is suitable for PMSC intended purposes.

Guest Speaker for Apr.22 Social meeting : P.Gulliver

Pete has been in contact with past PMSC member 'Crazy' Leo Urlichich about coming to speak at the April Social meeting. Leo is a national competitor in the Canadian Rally Championship and a past winner of The Rally of the Tall Pines. Most recently, in 2014 Leo competed in the Drive DMack Fiesta Trophy series, a spec series within the World Rally Championship. Once Pete receives confirmation from Leo information will be sent emails and posted to social media.

New Business:

P. Watt: New member signed up. Dave S.

Currently at 54 members with few of the solo only members registered

D.Demers: Updated PMSC points up to completion of ice racing

L. Arminio: RSO Ham radio school. May 23-34 at Loblaw's in Lindsay.

P. Gulliver: RSO AGM- Took place March 21 in Bridgenorth

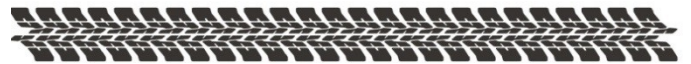
Elections were held, no positions changed. All eligible positions acclaimed

Financials-

GCFR- Dennis Wharton now co-organizer from KWRC

- Name change to better reflect events: Galway-Cavendish Festival of Rallysport. Galway Cavendish Forest Rally/ Galway-Cavendish Forest Rally-Sprint

20:40 - Motion to adjourn by M. van Rees



Reminders:

1. Renew Your Club Membership **Now!**
2. Membership Meeting, April 22nd (Crazy Leo)
3. Spring Run Off Rally, April 25th
4. Cob Web Solo, April 26th

Deadline for May Bulletin is
May 20, 5:00pm

