

AGENDA AND MINUTES
COMPETITION COMMITTEE
9/7/04
MILLER NISSAN
5425 VAN NUYS BLVD

1. Call to Order 7: 30 PM
2. Introductions / Guests - Attending Steve Staveley, Ross Olney, Garey Guzman, Walter Carlos, Mike Marshall, Doug Stewart, John Norris, Darren Young.
3. Additions / deletions to agenda - approved
4. 05 Schedule review – GM - The schedule was not ready to be presented and thus its review and recommendations could not be made for the configurations to be used in the 05 races. It was determined that the Comp. Committee would review the schedule and make its recommendations (individual member’s recommendations) to the chair via e-mail as soon as the information is provided. Then if consensus seems at hand, the chair will forward that consensus to the members of the committee and the board via the GM. Should a meeting be necessary for face to face consideration and debate one will be scheduled as soon as it is determined that a meeting is going to be necessary.
5. 05 Supp Regs – GM – the supp regs were reviewed- The following changes were approved as noted: A TEXT copy of the corrected 2004 (now 2005) supp regs is attached.

5 D add to the end of the of the sentence beginning with ‘ THE KERN COUNTY FIRE DEPARTMENT WILL MAKE PERIODIC INSPECTIONS, (adding) **WHEN REQUESTED BY RACE, CLUB OR TRACK OFFICIAL, VIOLATORS WILL BE REQUIRED TO CLEAR THE AREA. COUNTY FIRE OR LAW ENFORCEMENT PERSONNEL MAY CITE VIOLATORS.** Change approved by unanimous voice vote.

5 F The sentence “A \$10.00 gate fee is charged for all crew and guests” was observed to be misplaced and moved so that this comment refers only to WSIR. Approved unanimous voice vote

5 I regarding a discussion about disposing of used fluids – within the () add to the sentence **MOTOR OIL ONLY WHICH IS LOCATED AT THE TRACK FUELING STATION.** Approved unanimous voice vote.

5 J The committee reviewed section “I” which requires that the only alcoholic beverages allowed within California Speedway are those which are purchased from their concession stands. While that makes perfect sense from their point of view,

none of us have observed their stand being open after the final checkered flag thus making the rule seem somewhat foolish. We are not advocating drinking, but rather making the point that if they the club and the track both want this to work, the stand should be open for some period following the final checkered flag or otherwise rewrite the rule.

6H Gary Guzman reported that his survey (not a binding formal vote) has show that the majority of FF racers want to eliminate the spec. tire rule. Survey thus far reports 8 favors removing the spec tire rule, 3 favors it and 2 abstained and 2 remain to be contacted on the matter. Gary has reported he has spoken to Les Phillips at BRP and learned the spec. tire Goodyear 600 compound is no longer available in sufficient numbers to allow it to be a spec. tire. We have requested a formal confirmation from Les and when in hand, the committee recommends (assuming the preliminary information is correct) section H be deleted. Unanimous voice vote.

6. Additional enduro discussion time permits (review additional e-mail and personal discussions which have taken place to determine if we wish to make additional recommendations to the Board): A wide ranging discussion followed resulting in the following recommendations and observations:

The members of the Committee generally are supportive of growing endurance racing and many remember with great clarity the full fields at Riverside and elsewhere. The growth of other series within our market place as well as other factors seem to have drawn down our results in our current efforts. As a result the committee believes the first action the Board should take is to again award regional points to those who run in the Nov. enduro (4hour). This action will cause those in close competition to need to enter the enduro to gain points. We further recommend that points be awarded in both the enduro series class and the regional class at the same time and for the same finish – thus an ITA car might earn first place points for its drivers in ITA while at the same time earning E 2 points for 3rd in the endurance series for the same event.

We further recommend that when the Nov. 2005 race demonstrates the expected growth in the field that the 2006 – July 6 hour race also be a point's race in the same manner. Subsequently, as we can develop greater reciprocity with Az. Region or even SF region that efforts be made to add enduro races in both of those arenas which are part of our endurance series and earn points to the endurance series championship, but may or may not earn regional points. The regional points issue would need further discussion as relates to these other regions and frankly the success in growth for the current enduros before any decision should be made.

The committee believes that regional points should be equally earned by all drivers sharing a car in the enduro(s). Thus in the ITA example above, each of the 4 drivers doing their stint in the car would receive first place ITA points.

This will insure fairness and frankly, we believe will draw out more cars and drivers.

7. New agenda items – none

8. Off agenda: Additional discussion on general ways to improve competition and quality of the experience for club members (customers) followed. Several specific suggestions were made to improve the club racing experience. Each of these suggestions was made in an effort to make a good product better and recognizing the continuing outstanding efforts of those working at each event and those who handle the complex administrative duties to make the club work. **Improvements and suggestions:** A) **Encourage the club to start all race events, on Sundays at 07:30 – reasoning that it allows for some extra time to insure the earliest possible EOR (end of racing) time on Sunday afternoon.** B) **Encourage the 5 minute board to go up as the last checkered flag lap begins and consider adjusting the monitoring system so that happens. The committee reasoned that with a 5 min. board going up at such time there remains time to put hardship laps out as the last checkered flag tour is more than half way through his/her celebration. Hold the 3 min. board a bit if necessary to insure the track will be clear for the pace lap. As most of the racers start their cars no earlier than the 3 min. board this should not cause any concerns to them, but should reduce the lost time during the day and making suggestion A above more useful still.** 3) **Present checkered flags and allow checkered flag runs on both Sunday and Saturday, or neither. If neither, then present the checkered flags at impound and eliminate the victory lap both days but our strong preference is to encourage victory laps on both Saturday and Sunday and adopt both A and B above.** 4) **Adopt the VARA lunch “LEAD AND FOLLOW”. Each lunch break, schedule a LEAD AND FOLLOW STATION WAGON SESSIONS – wherein anyone for \$20.00 per car can follow the Cal Club pace car at reduced speed on the track the club runs that weekend. (rules to be developed) Our preference is that the money earned be then devoted to a “workers support fund” for either equipment, uniform replacement, food or other needs of those who work our events. We see this as both an opportunity for non club members, club members and their families who would otherwise never get on the course to see what the racers and workers are doing on a given day. We mean by “reduced speed “nothing in excess of 65 MPH. It is our intent to get folks out in their tow vehicles, family sedans, etc. While not discussed, it is the authors recommendation that we not allow motorcycles, or open wheeled race cars, but certainly, racing cars able to function at the maximum of 65 MPH could be used to take the “tour”.**

9. Closing and adjournment - 9: 15 PM

Respectfully Submitted Steve Staveley Comp. Committee Chair.