

REPORT AND MINUTES
OF
COMPETITION COMMITTEE
2/5/05
DRIVERS LOUNGE
CALIFORNIA SPEEDWAY

1. Call to Order 1715

2. Introductions: In attendance, were, Mike Marshall, Tom Dragoun, Garey Guzman, Bill Matty, Ross Olney and Steve Staveley. 4 guests including two drivers as well as the Chief of Tech. Attended.

3. Turn 16 the concrete wall covered by tires was the first topic of discussion. Several members observed or opined that we lost far too many cars at that location today. In fact there were between 4 and 7 cars that hit this barrier and between 2 and 4 were totaled. M and a S to ask the track to move the K rail but leave the tire stacks if they need to protect something or define the track. Consensus reached that if the K rail cannot be moved that before we race here again this matter be addressed by a track change or rethinking. It is the chair's belief and I think that represents the view of the committee members attending, that the track has created a greater liability for themselves by this configuration than without it. Defining the track is fine, protecting an apparent shortcoming of the tracks design (described variously as a culvert and a steel manhole cover) is fine. Using tires stacks or other devices is fine, but using the K rail creates a trap which insures heavy race car damage. While it is true that racing is dangerous and we cannot assure ourselves that we can make it safe, except by driver and race car prep. and driver skill, this device adds to the potential danger. M and S to take this recommendation to the board ASAP. Voice vote – all in favor.

Subsequently, Steve Staveley and Mike Marshall presented this to Board Member Binks who advised she had tried to arrange this already but the track was intransigent. Steve reviewed the matter with the RE as well. Chairman's comment. The Board should instruct track liaison to review this again with the track and get them to make a change, or if its possible alternate track configuration to avoid. We all want our racing to be fun and safe and I sure want the track's we race on to be successful. This move on the part of the track reduces our fields (because of car damage) and potentially increases our costs and everyone's liability and needs to be rethought quickly.

4. Review of the enduro package. GM was not present to advise on the solo potential for the June 18th race but Gary G. and Mike M. made the motion and second to move forward and schedule the enduro and start getting them advertised. Ross and his scheduling committee will work with Steve and develop schedule that

accommodates solo (if they desire) and considers a 6 PM start and midnight finish – includes a pre race get together for snacks and light beverages and the traditional post race breakfast and beer event. Steve to contact Les to insure that the Performance Driving Clinic students (PDC) of Buttonwillow who are on the track the 19th are invited to attend the race and pre event and post event gatherings. Voice vote – approved all.

5. Steve reviewed a discussion he had with Les Philips and the GM in late January. Assuming that the addition of regional points, adding solo and expanded advertising does not create an enduro series that is fun and fiscally sound Steve proposed the following for 2006. Buttonwillow host the 2006 series and Cal Club will be the presenting and sponsoring organization. The track will invite POC, VARA, and other organizations that have racers that would enjoy an enduro series. The track would allow entries and driver entries from organizations that the track and its insurance determine reasonable. Thus a VARA racer with experience would be allowed without having a SCCA license to run in this series. New classes would be created 5 or 6 to put cars in groupings that make sense. Cal Club workers would be asked to help T and S, F and C etc. Profit would be split between the club and the track in some reasonable way to be determined by the board and the track and used in a fashion as determined by the boards of both organizations. M and S to approve the idea IF we cannot make the current enduro series effective to the club goals. Approved voice vote by all. NOTE (the purpose of this motion was to get the board to begin to think about this idea as an alternative. No board action is needed only that the members of the board think about the idea and being to give direction in the next few months to the Comp. Committee and others that this is the kind of thing that could work or that you do not want to consider it as an alternative - We (comp. Committee) do not see this as a fully developed program – just an idea that needs your consideration.

6. Feature Race idea of the RE was discussed and approved on a voice vote. Comp. Committee will work with the RE, GM and others to facilitate growing this idea beginning at Willow with: Announcement of “ the feature “ introduction of all the drivers in the group before the 5 minute board. Special dash plaques for all who are in impound after the “feature “ Cal Club Feature Race Participant “ (undated). Larger trophies which say “Feature Race” (using Cal Speedway as an example) 1st place American Sedan - or The Cal Club Feature Race 1ST Place GT 1. Announcer to insure that each class winner is announced from the feature race in before the second race group ends their race.

7. Chief of Tech (glad to have him there – hope he can make other committee meetings – very helpful to the committee) reported on the following: Honda Cup racers were fine. The Chief of Tech noted that while he has no problem with the HC rule that allows Right Hand Drive – he does note the conflict with SCCA rules and will not support nor allow any additional Right Hand Drive in any additional classes. The Comp. Committee agrees completely and supports this direction and will not approve rules (other than HC) that include such provision.

In responding to a question the Chief of Tech. Reported that there were no problems with Spec. 944 ride height and it sounds as if (writers observation) that everyone in the class runs stock ride heights. Chief of tech. Noted that these new classes had no significant class problems but a couple of issues with individual drivers. Chairman witnesses one in which a Sp. 944 was out without his window net up – Tech. Counseled and corrected (good job too).

Meeting concluded because people had to get to their dinner and back to working on their cars at 6:15 PM

Additional Observations and information from the Comp. Committee - The committee chair observed and heard several positive comments (and no negative) about the improvements in registration and the trophies presented. Kudos to all those responsible. We will try to hold an occasional meeting at the track from time to time to get chiefs to attend. 3 of our members were at the track and did not attend because of race impound, working on cars etc. That is the problem with trying to do these meetings at the track, but it was a worth while experiment.

NEXT COMP COMMITTEE MEETING TO BE DETERMINED BUT AT MILLER NISSAN