

REPORT AND MINUTES OF THE COMP. COMMITTEE MEETING OF  
3/15/05

1. Attending Steve Staveley, Jeff Owen (representing Honda Cup), Ross Olney, Walt Carlos, Doug Stewart, Mike Marshall, Garey Guzman, John Norris and Darren Young.
2. Meeting began at 7:30 PM at Miller Nissan.
3. Staveley reviewed the board meeting of 3/8 and discussion followed. The committee commented specifically about the issue of selling race groups. Noting we need to be a very clear and consistent message from the board directly (and frequently) to the racers about why we are doing this and what the money will be used for. Additionally the committee felt it was very, very important and they encourage in the strongest possible way that this communications also include both an immediate reduction in fees as soon as possible when the BRP surcharge is dropped and that we make sure that the next edition of the sup regs and schedule "return" the lost racing time to the racers (04 vs. 05). This took a long time to review and the committee reflected the passion felt by their members. Additionally, the committee felt that we should be very careful about selling groups without first having fixed the issue of small vs. big bore open wheel cars racing at the same time which both open wheel representatives and many of the other members agree is a real problem- see below. The committee generally understood the idea of replacing equipment using these funds and was supportive and really seemed to like the idea of having a pool of funds that drivers who buy a Hans device for their helmet might apply to for a grant to support that purchase.
4. The committee noted that there was a significant problem with car numbers this last year. Apparently persons who had such numbers were dropped and their numbers given to another. In any case the committee respectfully recommends the board fix this or give it to us to fix.
5. Strong recommendation that Craig Young be asked to do two articles, one which explains the cut in the sur charge when it happens and the other to explain the difference between SCCA/Cal Club insurance and what other racing clubs have. We understand Les Phillips might

be a good source for quotes for such an article. Recommendation the board Direct this to happen.

6. Review of the Willow race resulted in positive comments about the “Mazda Mash” from spectators but it was not as satisfying for some of the drivers – recommendation – Stewards be strongly encouraged to do split starts when we mix so many Pro 7 ‘s and SM to reduce some of those conflicts. Pro 7 representative noted that he did not feel that having no practice and qualifying on Sunday was a problem for the group so that seemed to go well from his perspective.
7. Jeff Owen reviewed the HC participation at California and they seemed pleased with everything but did note SCCA rules are a problem for getting licensed but they are going thru it.
8. Small Bore Open Wheel / Big Bore Open Wheel issue was present again. There seemed to be generally two ways to separate the two groups. A) Add another run group during all those times of the year we are on Pacific Daylight Savings time. The other was to keep the schedule of groups but to allow open use of practice but qualifying on each day and the race would be either small bore or big bore but not both – at the price of a single regional. This appears to be a very serious problem with both guys like Bill Matthey running a big bore and Gary Guzman running a small bore both expressing great concern. **RECOMMENDATION BE TAKEN TO ADDRESS THIS QUICKLY.** Recommendation from the chair is that the board approve a modification which allows the Open Wheel racers to either have a single regional on a weekend as outlined above, or if there is no 6<sup>th</sup> group that we have a sixth group and split the open wheel cars out from one another during all periods of Pacific Daylight Savings Time. When we are on Standard Time, open wheel racers get a single regional as outlined above.
9. Run Group Rotation – apparently – the run group rotation has not been going appropriately – we need to make sure it does so and is consistent with past practice. Recommendation to the board – make sure this does not continue to happen.
10. Spec –7 the Spec GT group has asked the Stewards for the BRP race in March to allow them to run with SRF and use a split start. Doug said that it seemed to be a good move and Walt Carlos noted the same as both cars are close on speed, lap times and not wildly different in cornering speeds etc. it is a nice mix and better than S-7 being stuck in the GT group.

11. Extensive review of the supp regs followed with several points made, follow up e-mail and report to Marge will follow.
12. Comp Committee reviewed the chairs suggestion to the board about a director of competition. They believe that a better solution would be for the committee to continue to appoint its own chair, but the chair of the committee be given a “place at the table on the board of Govs.” The committee was thinking in terms of a voting member of the Board. Good argument and frankly, better than Stave ley’s proposal.
13. Adjourned at 10PM.

Steve Staveley  
Chair of the comp. committee

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