

AGENDA
COMPETITION COMMITTEE
1/31/06
MILLER NISSAN
5425 VAN NUYS BLVD

1. Call to Order 7: 30
2. Introductions / Guests / Conf. Call participants. Attending - Steve Staveley, Jeff Owen Thomas, Lepper Bruce Allison, Doug Stewart, Walter Carlos, Mark Nichols, Mike Marshall, Les Phillips, John Norris, Darren Young and Ross Olney via Conf. Call. Note to Tammy, the system worked as advertised and is easy to use – but we were unable to connect up with Garey Guzman for unknown reasons.
3. Additions / deletions to agenda – none
4. Approval of agenda – approved via voice vote.
5. Restricted Regional Classes for Willow Springs race in Feb. See Nov 8 board minutes as reported in the SoPac News – review race schedule sent via e-mail for suggestions for changes if any – board decision to have it be IT festival. – Reviewed and recommended (see below) that ITE HC RS and Spec 944 be added to the group and that the group be rotated forward (to become Group 2) and all others moved up a number so that the current group 6 becomes group 7). We recorded a unanimous vote on both, with the exception of a no vote by Ross on adding ITE. Ross explained that his community feels the ITE addition puts too many fast cars on the track, which creates a safety issue for Pro 7 – SRX 7 because they are so closely matched, and race so hard.
6. Review California weekend. Note John Snows e-mail sent 1/31 regarding needs to start Sunday at 07:30 and build in worker breaks. Comments by Garey and Ross about awards - discussion and recommendations to Board. - The committee recommended by a unanimous decision on that we start at 7:30 AM with workers on course for all Sunday events and cars on track at 7:45. Committee had an extensive discussion on the unique awards given at California. We appeared about evenly split with everyone recognizing the effort that has gone into being innovative in this regard. Walt Carlos noted that he has really appreciated the “mug” and “plate” awards that we have used in recent years. Several members noted they like the bag idea and several said they did not and would prefer something that has a longer display life – but all appreciated the effort at innovation. If there is a recommendation here and the budget will support it – do both – traditional awards and “non traditional” awards for the same event. The chair explained that we may see several more races with non

traditional awards due to the lead time necessary to obtain awards and we can revisit this at future meetings to see if the sense of the membership changes at all. Extensive discussion followed and all agreed it was another good weekend. The costs of running just a little bit behind schedule were reviewed re: the SRF race which caused the track to bill the club for additional fees for running some 12 min. late.

Extensive discussion followed regarding track layout and tire walls. Several observations were noted – track records mean nothing at California because the track changes from session to session. Les explained that the “easy” solutions (Maybe Holtville "clangers" and the like) are not possible at California because of the tracks unwillingness to drill the necessary holes to support those devices. Les said that changes in track management personnel might open opportunities in the future. It was noted that the tire barriers should be reduced to two-tire height for the safety of drivers in open cars.

Committee commends the Board / RE and Assistant RE and Mr. Porterfield for your efforts here and asks you push this issue as hard as reasonable and to at a minimum get the tire barriers down to a two tire height and continue to pursue alternatives that make sense. Another great weekend.

7. Review Spring Schedules sent via e-mail – provide comments to chair for the RE.

Extensive discussion was held beginning with:

Feb National and Restricted regional.

We believe we should start all Sundays with workers on track at 7:30 and cars on track at 7:45. (See above)

The committee recommends moving the current group 7 to become group 2 and move everyone else down accordingly. Looking at all the schedules it looks like we are ignoring the Pro 7 folks as they are left at the end of the day clear through May. We also think that the rotation will make more sense this way. If the change cannot be made in Feb due to the late date of our review, then it must be made in March.

The committee voted (one descent - Ross Olney) to add ITE, RE, HC and S 944 to the restricted regional group. These are traditional IT classes and should be considered as part of any IT group. Additionally the committee noted that we should try to fill the field for the benefit of all concerned and we have a better change with these additions – again the Pro 7 / SRX 7 community disagrees noting that it will only cause some of that community to not attend and thus not create the full field anyway.

Super school - OK

March regional Move Pro 7 and SRX 7 to group 2 and move GT 1 etc to group 3 and begin the rotation from there on.

The committee noted that on Sat the 15 min. practice sessions (1-6) have 15 min and a 5 min buffer for 20 min between groups on the schedule, but that does not always carry on in the schedule in the qualifying and elsewhere. As all schedules and times are approximate, it is not a critical item but we did observe this issue and have recommended that the schedules be gone over again just to get them as good as possible prior to sending them to SCCA Hq.

April, again the start time on Sunday should be moved up per prior observations. Several of our members who are also workers expressed the same concerns expressed at the Jan Board meeting at California Speedway by F and C and other Chiefs regarding the Friday sessions. Committee members noted that if a driver wants a "test day" he pays for a full day and does not get it – because of our schedule creating what amount to additional costs for the members. The committee recommended via voice vote – unanimous decision that we run a bit longer on Sat - 5:30 start the social at 5:45 and start early (per above) on Sunday, and Sat if necessary and a bit later on Sunday and pick up the needed 180 min. - and then remove the Fri sessions. Recall please that it will be full daylight by 7:30 in the AM and full light until 7 or so at night by that time of year.

Same "math " issues on May regional and with the moving of Pro 7 SRX 7 up, in May they should be the first run group. At our June event they will be the last run group following that "path".

Garey (after review of the minutes) asked that schedules include planned worker breaks so that those who work without crew or minimum crew can plan where there is “extra” time.

8. ITE rules – already adopted via e-mail vote conducted by John Norris – review procedure and result for confirmation.

- a. Review of Monte Holts comments about fuel cells.

An extensive discussion followed with the following recommendations: We recognize that there is an issue that needs to be discussed regarding the need for fuel cells within the fastest of the ITE cars. The committee is very pleased with the adoption of the SF region rules for ITE, but wants a discussion to begin with SF region and with Az region regarding a future rule to identify if there is a need for fuel cells in ITE and if so to adopt a common rule which would take effect some 18 months beyond its adoption to allow for implementation in the 3 regions and maintain a “common rule”. Walt Carlos and Doug Stewart recommend that the RE and Assistant RE put this on their agenda for the summer Roundtable. The chair and other committee members would be pleased to attend if invited to do so for the purpose of beginning this discussion at that point. Alternatively, if

the RE and or Board wish, we would be happy to begin this discussion with the other regions via e-mail and phone call prior to the Roundtable.

b. Review Monte Holts comments about RS can include a class for HC. Brief discussion was held regarding moving HC into a sub set of RS. Jeff Owen was asked to bring this back to his group for consideration to determine if there is benefit. Jeff noted that there are some other similar cars to our HC cars running in another race organization that might enjoy coming to RS and then they might be able to race with our HC cars even as they would not be able to compete within the HC championship itself. Jeff to follow up in the next several months.

9. Honda Cup rules adjustment for 2006 – Jeff Owen presenting – providing hard copies, e-mail copies sent prior.

Jeff reported minor rules changes for HC championship. The committee review and voted unanimously to approve. Jeff will provide an electronic copy for posting on the web site as “supp regs”.

10. S 2 Cup race with 4 hour Enduro and other S 2 Issues Bruce Allison.
Bruce explained that in his role as a flagger he has participated in the last two endures. He noted how much extra time is open on the weekend of the enduro. Bruce recommended a two-race schedule for S 2 and thought that 20 to 25 cars would attend providing both economic benefits to the club and much enjoyment for the workers. Les Phillips noted that if we did not do something like this, we should schedule the enduro as a one-day event. After extensive discussion, the committee voted unanimously to have a special two-day S-2 race on enduro weekend, which follows generally the following format:
Sat Practice 20 min Qualifying 20 min Race 35 min Sunday Practice 20 min Qualifying based upon race finish Sat or best practice time and Race.
The committee voted unanimously to add the S-2 cup cars to the enduro weekend as outlined.

11. SS and Touring Cars in Separate Run Groups – discussion. Should lead to a review of other potential improvements in run groups i.e. can we mix HP into the SSB and SSC run groupings and find improvements overall? May not be reasonable until the second half. The Chair read an e-mail fro member Dave Schotz (221790) which asks that consideration be given to adjusting run groups so that he and others might run both their T 2 car and their SSB cars on the same race weekend. Discussion followed and the committee reviewed the run groups and saw no opportunity to make this change which did not violate one of the principals it has historically used in developing run groups – separating groups by DOT tire requirements from groups with race tires – slicks. The committee will

continue to look at his issue, but did not see an easy solution. Chair to communicate with member Schotz.

12. SM tire discussion – follow up on ruling by the chair. GCR says regional tire is open, our published supp regs say its Toyo and Hankook. Mark Nichols will report on his input seeking efforts from Calif. With the SM community.

Mark reported that the SM community is pleased with the current rule, which allows both Toyo and Hankook tires. Most in the community apparently prefer the Toyos but several individuals who have previously run in the Pro Spec. Miata series have low use Hankooks on hand and appreciate the opportunity to use those tires to cut race weekend costs. No action taken as the rule is already in place and working.

13. Input for Board on Jim Bishops request for the May Super School to be a Thur night, Fri, Sat and Race on Sunday school. – see comments in minutes of the board from Nov. 8, as published in the SoPac News- RE comments made at the Board Meeting at California that it is simply not possible to do a Super Duper School (starting Thur night) due to the impact on workers.

No action taken, and the chair opined that based on the RE's comments we cannot do a " Super Duper School " (to use Mr. Bishops phrase) due to worker considerations.

14. Next meeting proposed for March 21 at Miller Nissan – comments recommendations – items for that agenda.

15. Other items from the floor.

- a. Doug Stewart noted that there seems to be an issue developing with the SRF community wherein some racers are using a very exotic fuel and only those with exotic racing budgets can obtain it. Use of such fuel would violate the spirit of the class and it maybe necessary to develop a fuel rule to control it. Les offered that in the open wheel series in which he runs they have a fuel rule like the one used at the Runoffs – buy only the fuel from the track. It is easy to police and solves this problem. Doug noted that SCCA Hq and the Comp. Board may also be interested in taking this on. The chair advised that if we do this locally, we should try very hard to do it in conjunction with Az and SF regions for the same reasons we adopted the SF regions ITE rules.

Doug will monitor this issue and keep us informed so that we might take action if it becomes necessary.

16. Closing and adjournment 9 PM.

Respectfully Submitted

Steve Staveley, Chair and Secretary
Competition Committee