

**Club Racing Committee Meeting**  
**March 27, 2008**

Attending: Robin Akwei (Tech), Ken Anderson (big bore), Charlie Broring (ITB), Mike Collins (SM), Bill Davis (small bore), Gregg Ginsberg (ITA), Jim Harrison (GTP), Jim Hess (IT7), Matt Littleton (SRX7), Marshall Lytle (ITS), John McCaulley (EV/Medical), James Noel (F&C), Stan Damren (Pit), Jim Rose (Sound), Chas Shaffer (wings & things), Jim Thill (SSM), Shirley Thompson (Grid), Bob Tupper (FV/F500), Dennis Dean (Steward Rep), Gayle Lorenz (DCR)

Absent: Penny Anderson (Start), Mike Amy (SRF), Connie Burk (Registration), John Burkhard (ITC), Jeanne Hoffman (T&S), Ed York (ITE)

Guests: Daniela Anderson (trophies), Marty Jeter (Chief Instructor), Jerry Wannarka

At the planning meeting in January the committee voted to move FF back to the wings & things group for the National. Following that meeting Chas Shaffer requested that the committee reconsider this decision. He shared that there are 6 NE Nationals where FF runs with FV; they are adding two new classes to the race group - FE & FB (F1000). It was pointed out that Bob agreed to try the grouping in 2007 for one year. In reviewing the NEDiv national races there is an equal split between the tracks that run FF with FV vs those that run FF with wings & things. Pocono, Mosport, Glen and NHIS run FF with FV. Bob stated that FV is currently the strongest open wheel class - they run around 1:25.5. Bob shared that he had taken a vote of the FV drivers and the outcome indicated 2-1 against FV running with FF. There was further discussion that moving FF back to FV would make both groups more equal in size; also that putting FF in with FV would result in more cars and thus the FVs would be lapped; that there is better racing and experience without the multiple classes.

MOTION (Chas/Gregg): For the 2008 National move FF into the FV Group – Motion passed (Y-14, N-2, A-2)

Marty Jeter, Chief Instructor, made a presentation about the future of the schools in the Region. He commented on how the entries have been declining over the years; concerns with the down turn in the economy; group sizes, particularly in the open wheel group; the impact of professional schools; etc. Marty also commented that there were several things to consider in possibly changing the format of the school...maintaining the quality of instruction, going to a 3 day school, adding a PDX group or an advanced driver group, an invitation only race group, etc. There was concern raised that the Region had overpriced the school in comparison to other schools where you can actually get your license and race in the same weekend. Marty asked anyone with suggestions to contact him.

It was suggested at the planning meeting that it might be time to do something different with the trophies for MARRS. Reps were asked to go back to the drivers in their groups to find out what they might want to do for the 2008 season. Jim Thill made a presentation showing what the Solo program does. Each event a magnet shaped like a cone (club racing would have to use stickers) indicating the finishing position (1, 2, 3) that a driver can place on their race car. At the end of the year, participants receive a plaque with their top finishes during the year listed on the award. The class winner gets a larger plaque with a photo of their car as well as something like a windbreaker that is embroidered. There was discussion that some drivers wanted to keep things the same as 2007; others wanted to have the same as 2007 but nice trophies. The 2008 trophy budget is \$17,500 for MARRS

\$5K for Year End Awards. The suggestion was made not because of budget concerns, but rather because of comments about a desire for better trophies and the waste that results from the number of trophies that aren't claimed when the style of trophy is not recyclable.

MOTION (Mike/Bob): To change to the year-end awards exactly as Jim presented - stickers per event - 1st, 2nd, 3<sup>rd</sup> and year end award for the top finishers with their finishes listed on the certificate (wood frame award), class champion - award with finishes listed (wood frame award) and a premium item showing them as the champion. Motion passed (Y-10, N-4, A-4).

The Region has been able to negotiate a new process for dealing with refundables. All participants will now be allowed to enter the track without purchasing a \$25 refundable ticket. They need to print the screen when they register (which will include the names of their crew) and present that to the gate with a photo ID. If they share the print out with their crew members they too will be able to enter without purchasing the refundable ticket.

A list of volunteers registered online will be faxed to BSR Thursday afternoon so all the volunteers will need to do is show a photo ID at the gate. A list of all driver reps will also be given to BSR.

This program will take effect with MARRS 1. Please remember that it is a new program and there could be glitches. If problems are encountered, please let Gayle know.

All future supps will be amended to include the new process for refundables.

Region-specific classes have rules that are not included in the GCR. Historically these rules have been reviewed by the CRC when the class was being considered for inclusion in the series. Each year the rules are sent to the National office prior to the beginning of the season for review and approval. This year there were concerns raised about self-policing (handling of protests, tear down bonds, disqualifying individuals, etc.) in three of the region-specific class rules...GTP, SRX7, SSM. The concerns were raised by the stewards and a dialog was opened with at least one of the class administrators. In mid March when it was realized that the Region would not receive a sanction for MARRS 1 until the issues were resolved the administrative parts of the rules of the three classes were removed and submitted to the NEDiv Exec Steward for approval. It was hoped that the issues will be resolved prior to the first race at the end of April. A committee has been appointed consisting of Jim Thill, Matt Littleton, Jim Harrison and Dennis Dean to work on a resolution to the concerns raised about the rules.

Dennis presented a "white paper" about "Everything you ever wanted to know about the supps but were afraid to ask" and explained what the issues were and went into more detail about the importance of operating within the GCR.

There was concern about the rules being taken off the website in February (they were reposted when it was pointed out that individuals had no guidelines by which to build their cars without the rules)

Jim raised his frustration and concerns about SCCA and the stewards micro-managing the most popular class out of existence. He shared with the committee that the class is so successful because they police themselves; that the class was willing to take on the functions (such as tech) that the Region did not have enough volunteers to handle.

MOTION (Jim Thill/Gregg): To express to those who appointed Tom Hoffman to the position

of NEDiv Exec Steward that he be removed from this position. Motion failed (Y-2, N-11, A-4)

After more discussion there was another motion made.

MOTION (Gregg/Charlie): CRC compose a letter to Tom Hoffman expressing our displeasure in his actions regarding the WDCR region-specific classes. Motion failed (Y-3, N-8, A-6)

Immediately after the vote, Ken Anderson moved that the meeting be adjourned and many people seconded his motion which was passed unanimously sometime after 10:00 p.m.

The next meeting will be held on May 1 (place to be determined).