

SSSC August Club Meeting Minutes

August 8,2007

Meeting called to order by President, Lynn Rogers, at 6:00pm. 14 members present.

Old Business

- \$ August 4th the annual rally was brought to the club by Bob Bromm. Seven cars attended the Hare and Hound Rally that Saturday which led us on a wild ride from Dust Devils Stadium to Connell. Good fun Bob. Lynn and Mara were the winners barely making it under the mph limit. Jodee and Scott came in second, Mark Rieb and his tribe slide in third and Bruce Gillespie was fourth. Need much more turnout to make these event feel successful. Brainstorming reasons for low attendance at these Rallies. Have considered it might be attributed to the time of year, the weather, or personalities of the members. Jodee suggested better publicity outside our own forum might increase local interest. Also suggested that it may be better attended if it was an evening event which would be possible if continued to be an August event where daylight is available till after 9:00pm.
- \$ The timing computer issues that we were experiencing at July events have proven to be memory issues on the main laptop. Lynn purchased new RAM to maximum upgrade level from 256 to 512. Do not anticipate any more problems.
- \$ Treasurer's Report - Have not held event since last meeting so no new financial news to report. Checking account sits at \$1150. Fixed assets unchanged. Rally cost was \$32 for paint. Money market account earned \$16 in interest during July which brings balance to \$7416. Trending for 2007 is 5.82% which is up from 4.6% in 2006.

New Business

- \$ Upcoming events
- \$ September 1st, 2nd, and 3rd, Blacktop Fever season events #10,11, and 12 at Dust Devils. Course designer is Victor Livengood. Typical event days.
- \$ Saturday and Sunday October 13th and 14th, Tri-Cities Nationals season final event #13, this is a two day combined event which means the best time from Saturday is combined with the best time on Sunday and the lowest points wins the class. If only one day is attended there is a guarantee of 50 points.
- \$ Discussion
- < Friday setup - time has been modified from starting at 1:00pm to 3:00pm which means less time to be off work to make set up.
- < Course pre-running at Friday setup- Lynn spoke to his personal auto insurance carrier about plan coverage in the event of an accident during setup and their response was that they would most likely cover an accident since it did not occur during a competitive event but they would also most likely then terminate the policy due to the fact that the accident occurred in preparation for a competitive event. It could make a difference which site as TCR is a closed track whereas DD is just a parking lot and doesn't have the same inference as TCR.

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Bob talked to the club insurance carrier and their position is that they like the idea that we are testing the course for safety. We need to list the day as part of our event weekend we can be covered. We must wear helmets while driving the course.

The next concern is what actual or perceived advantage pre-running the course may have for a driver. It is a complex issue and both sides have valuable points. If you compare two equal drivers in the same class and allow one to pre-run and not the other, at least for the morning runs, you could expect there to be an advantage to the person who pre-run the course. However, there are not that many instances this applies to. Examples: Mitch and Morris in S3; Mikey, Rex, Mike, James in NS4, etc. One question to ask is do any disadvantaged people care about this issue? There have been no complaints to officers and only an occasional comment here and there among drivers. It is common knowledge that we are currently allowing pre-runs.

From the view of the officers of the club who bear the responsibility there is a concern over not pre-running courses at our current event sites which pose challenges to safe course design and set up. Other clubs do not have sites with any obstacles to design around and would have as much difficulty as we do if they had to design courses at our sites. DD has issues with surface conditions and the bumps when crossing between the curbs, often we have had to tweak the crossovers to make them smoother or safer for competition after having driven the initial setup. At TCR the concern is always the banking and speed of elements. Our best electronic map is not suitable for perfect cone placements and we always find things that need tweaking at that site.

There are three options the club needs to consider:

OPTION 1: No course pre-running- Rely on the knowledge and experience of the designer, setup crew and safety officials to always ensure a safe course. Disregard concerns about course flow, some will be too tight while others will be too open. This is the position NWR takes with their designs but again they have better sites that are bigger and have very few obstacles to deal with. Spokane has also taken this approach and often run courses much faster than we are allowing although they have many of the same concerns we do.

OPTION 2: Only approved setup crew can pre-run-The course designer and the designated setup officials are the only allowed pre-runners. Course should be run the minimum number of times to ensure safe, flowing and navigable course consistent with the designer's intent. If we adopt this option then we need to establish a setup crew, get a certain number of volunteers each event and count it as their worker assignment. That crew would consist of the course designer, setup chiefs, and one or two volunteers chosen by either the setup chiefs or designer. If others show up to help they will not be allowed to run. Question remains if members engaged in tight class races should be excluded from being a setup volunteer.

OPTION 3: Status Quo-Change nothing from current actions. If you come to setup and help you can help test the course. If we chose this option we are choosing to ignore any perceived competitive advantage issues in the spirit of remaining a small, friendly club. Members who are engaged in tight class races are discouraged from pre-running but not excluded.

Club vote was to leave the issue status quo since the season is almost over and let it resurface next season.

< Next season chief changes.

**Chief of setup-this change has already happened. Norm Powell and Lynn Rogers are co-chiefs of Friday setup. For 2008, Harold Walkup has requested to become the Chief of Friday Setup. Harold is chief of Pre-event day setup for 2007 where he manages setup on event mornings. This counts as his worker position. This chief of pre-event setup will need a volunteer and co-chief for 2008.

**Chief of Membership-this position has been filled by JoAnn Hare for 2007. As she and Allen are moving the club will need a volunteer to manage our membership status on ORM and event mornings.

**Chief of Pre-registration and Scoring-this is a new position for 2008 and will be added next season. This will count as a worker position. Lynn Rogers and Mara Walkup will fill this position for 2008.

** Chief of Timing-for next season the definition of this position will change. The chief will recruit and train people for course control, grid and starter. Will also be responsible to get volunteers for those positions before the event and communicate that to the chief of workers. We are actively looking for someone to accept this chief position for 2008.

**Chief of tech - new definition for 2008. The chief of tech will recruit and train people to work tech at events. The chief will get volunteers before each event and communicate that to the chief of workers. We are actively looking for someone to accept this chief position for 2008.

**Chief of waivers-established position 2007 remains unchanged for 2008.

**Chief of workers-new definition for 2008. The chief of workers will receive the list of workers from the above chiefs before the race weekend. During events the chief of workers will only have course positions coverage to focus on.

It will become the responsibility of each chief to arrange suitable replacements in the event that they are not able to attend an event. This will probably require that the chiefs train a few people in their duties so that suitable people are available to fill in. A chief absence must be communicated to the chief of workers. Chiefs need to make a reasonable effort to arrange a replacement for themselves.

< MISC: The club has received numerous complaints of the forum being extremely slow to navigate. Mitch has been in contact with the techs and salesman and they are looking at volume at different times during the day etc. We are sharing a server with many other sites and is probably the issue. We could pay more per month and get on a dedicated server but we are hoping ORM will be able to support a forum for us next year which would resolve this issue. Hopefully Mitch can help trouble shoot this with the techs and at resolve any contributing issues outside of changing to dedicated server. Thanks Mitch for all your time and effort.

Meeting disbanded at 7:18pm.