

SOUTHWEST DIVISION-SCCA
ROUND TABLE MEETING
Angleton, TX
January 13, 2007

It is acknowledged that this document provides the highlights of each discussion topic and is not intended to be a complete transcript. Additional notes will remain on file with the division records. Also, it is not intended to be chronological.

The meeting was held at the MSR Racing Circuit in Angleton, TX. Houston Region hosted. The format was to simultaneously conduct the Annual (Corporate) Meeting and the Round Table meeting. Discussions without motions, and in some cases, discussions prior to motions are documented here as Round Table discussion.

The meeting was called to order at 10:03 AM by corporation president Tom Brown.

Area 7 Director Mike Sauce was unable to attend but sent a report to the membership through Tom Brown. Among the topics covered were:

- ◆ SRF race groupings
- ◆ Club finances which were positive, partially due to a large entry at the Runoffs and increased advertising revenue for SportsCar
- ◆ Creating a strong regional race series with sponsorship
- ◆ Consider running turbo cars in IT
- ◆ Requested accounting of \$4500 committed to Houston Region for worker training

Topics being discussed included:

Permanent Numbers

- ◆ Permanent number requests not paid by 2/28/2007 will be put back in the pool

Who gets paid mileage and when?:

- ◆ Details are described in the Standard Fees document
- ◆ Sound Control: sound equipment is stored in the tech trailer; Sound Control operators are not currently charging mileage
- ◆ Fee is to transport equipment, not to pay personal expenses
- ◆ Fees have not changed for a long time
- ◆ Ranges have been used to offset the need for detailed accounting

- ◆ Going forward, how will we determine mileage? Honor system.
- ◆ If questionable, who do you complain to? The individual.
- ◆ Need to have same documentation for everyone
- ◆ Rates as changed are based on all operating costs
- ◆ Would people be at the races anyway? Supplement or actual cost?
- ◆ Only pay one way per fee schedule; towing tech trailer puts additional wear and tear on personal vehicle; pays the transporter, not the person using the equipment

Medical Carriers expense:

- ◆ Concern that if they are free, people will take extras
- ◆ Registration should give carriers to people in hot areas first
- ◆ Suggestion that workers should not be charged
- ◆ Some regions/divisions are charging for carriers and others are not
- ◆ Medical carrier replaces medical form for drivers

Tech Trailer:

- ◆ Texas Region is still considering purchasing a second trailer
- ◆ Houston Region would be in favor of Texas Region having its own
- ◆ The current trailer is fully depreciated but the canopy is not
- ◆ Scales and certified weights would have to be duplicated; existing scales are 16 years old
- ◆ Tools have deteriorated and are not maintained
 - This should be monitored and handled by the DA of Tech
- ◆ Need a complete inventory of trailer and review division's needs; some equipment has not been used - do we need it?
- ◆ All division assets should be inventoried regularly
- ◆ Should the division purchase and maintain two trailers? Mixed response.
 - Don't know the cost because we don't know the inventory
- ◆ Will make it even harder for small regions if Houston and Texas each keep a trailer
- ◆ Discussion of history of decision to consolidate equipment
- ◆ Request a report in July

SRF Groupings:

- ◆ SRF drivers do not want Sports Racer in their group; requesting that they be moved to Wings & Things
- ◆ There have been incidents with SRF vs. SR; there have also been incidents in Wings & Things
- ◆ Situation is similar to when F440 was added to FV
- ◆ Stewards need to pay attention for issues

- ◆ Larry Svaton volunteered to work with SRF representatives
- ◆ Some people in SRF also want to run a sports racer; with current grouping they are not able to do so
- ◆ Brian Bosein says declining entries in SRF may be due to grouping
 - 5-6 drivers say they will not run
 - Need to look at the impact to SRF group
 - Important to the club to have a single class group
 - Majority of new racers go into SRF or SM
 - Consider putting Sports Racers with Formula Ford as they have similar speeds
 - Will run CSRs out of the division because people who own both SRF and CSR won't run the CSR if the classes are combined
- ◆ Situation will be evaluated as season progresses - will watch for issues, car counts, individual races, speeds of sports racers
- ◆ Group needs to have a split start with a big split; stewards need to remind Sports Racers to be respectful of SRFs

SRO Fund:

- ◆ One of the highest expenses of a race organization
- ◆ Regions are not participating equally on the SRO committee
- ◆ Outstanding liability is \$14,999 per James Rogerson
- ◆ History: initiators envisioned a fund that would grow; anticipated distribution at 70% to reward existing workers and 30% to attract and train new
 - Recruiting has not been done
 - Houston Region approved to fund training for new workers - accounting not yet provided
- ◆ Jake Davis is the most active committee person; he may need help
- ◆ Some regions are accepting SRO tickets for annual banquet
- ◆ Tickets will continue be distributed whether additional funding is collected or not

Declining worker numbers:

- ◆ James Rogerson reported that Houston Region runs a worker school that brings in 25 workers but they will not work an SCCA event
 - Says the reasons given are that they cannot work a national race unless they have a national license yet there is no mechanism for license advancement
 - People get talked down to when they work SCCA
 - Suggest we need to examine the attitudes of our people

Laptop for Tech:

- ◆ Tech wants a computer, but unclear on details

- ◆ Requested that they provide projected cost and intended usage at July meeting

Fees to division for Professional Race support:

- ◆ Standard fees schedule indicates 10% of fees paid to a region are due to the division
 - Houston Region requests that the obligation be calculated on net income rather than gross receipts
 - Region's expenses are increasing per Champ Car contract; harder to make the budget work
 - Houston Region does not use any division equipment for Champ Car race
- ◆ History: IMSA races provided capital to purchase division equipment

Status of division radios:

- ◆ Many of the division's radios are antiquated and replacements would not be compatible with existing headsets and chargers
- ◆ Allocated \$5000 for new radio equipment last year; it was not spent during 2006
- ◆ Last radio purchase was in 1999 and equipment was fully depreciated in 2006
- ◆ What is the source of communications problems? Do we need a higher frequency? Higher wattage? Repeater? Or is it the age and condition of the equipment that causes our problem?
- ◆ FCC licensing would be required for more power - this needs investigation

Spec Miata Compliance:

- ◆ Spec Miata competitors note that the Runoffs had many disqualifications and/or technical issues; too little inspection was done at local races during 2006 season
- ◆ Suggestion to collect a compliance fee from all SM entrants and do increased inspections at each race
- ◆ Discussion of how to administer program and potential impact to other classes
- ◆ Similar problem exists in all national classes; might be helpful to have a list of proposed compliance checks that could be executed throughout the year

The Round Table meeting adjourned at (time not noted).

Respectfully submitted,

Laurie Sheppard
Secretary