

Open Board and Club Meeting Minutes-- Sept. 14, 2020

Meeting Venue: PKRA Track Registration Room, 7:00pm

Board Members

Cindy Lacotta --present
Scott Cebulski -- present
Scott Jackson -- present
Jon Lassak -- resigned
Bernie Lacotta -- present
Curtis Ruth -- present
Micah Hendricks -- absent

Approve Minutes

- Approve August 10 Minutes

Replacing a Board Position

- Jon Lassak resigned
- We will ask Ken Queen, who had the next amount of votes.
- Ken accepted the position 9/15/2020

Finance *(as of 9/03/2020)*

- Checking \$81,040
- Savings \$1,058
- CD \$5181

Race #7- Quick Review (more in-depth review at mid-month meeting)

- There was confusion as to what the procedure is to reform the grid when someone decides to start in the back
- A parent apologized to the Board for his language and behavior after one of the heats. (This incident was handled well at the event and did not require more action by the Board.)

Facility

- Schedule a work day to cut down weeds (then pre-emergent can be sprayed again)
- Weekends are pretty booked-- we will try to do a mid-week work day.

Project Status Review

1. Observation towers:
County flood has approved preliminary drawings without requiring Army Corp review. Drawing resubmit in progress. Structural engineering drawing to be completed by mid week, architectural drawings to be done by end of week for re-submittal to county for building permit.
2. Lighting:

We are getting a proposal from AECS for asbuilt redlines drawings to be used for final electrical design and city submittal. (This is the same the electrical contractor who Ted Williams uses for their electrical work and repairs.) A new photometric drawing has been developed which utilized all existing poles and wiring. (Photometric drawings available on request.) Once asbuilt drawings are complete our electrical consultant is to review any photometric drawing we have and determine if our existing poles and wiring will be adequate for our desired lighting levels. Once design is finalized, phasing of work to be determined and city submittal to be made.

3. County/Lease Negotiations:

We received their edited version of the New Concession Agreement. PKRA will have to comply with requirements in the new Master Plan.

- Board members receive new County proposal (via email), to be reviewed
- Paul-- what do you need from the Board and by when?
- County wants to do a 10 year and 5x5 renewals. Paul is recommending sticking with our original 25 years.
- Paul would like this settled by the end of 2020 so we can start of the year with the new reports et all

Presentation of Proposals

- Timeline:
 - Tonight: Initial review of proposed changes
 - 9/21 Send out proposals to membership via email
 - 9/23 Town Hall meeting via zoom for additional member input
 - 9/28 Board review and any changes at mid-month Board meeting (zoom)
 - 10/12 Board vote at Club meeting
- Proposals
 - Senior Age
 - Defining age groups across categories
 - Age Waiver procedures
 - Time Penalties
 - Junior 1 206 weights and slides
 - Format of racing for Winter Season
 - Racing Season Schedule
 - Tire compound for Tag classes

Proposal #1: Setting the Senior Age at 15

Summary: Currently in our PKRA rules, the age at which a racer can compete as a “Senior” is 16 (competitive age). This proposal requests that we change that age to 15 years (competitive age).

Reason(s) for Request: Most other organizations and other tracks use 15 as the age. This has created a lot of confusion for racers who have already raced as a Senior elsewhere, then find out that they don’t qualify as a Senior here. Additionally, although the Senior age is specified under “Racing Classes” on the website, any mention of what might constitute a “junior” or a “senior” age in the rules are inconsistent. (See examples below)

500.40 Drivers Age

Karts may only be operated at the PKRA track by drivers who have attained the age (Kid Karts age 5) or meet the competitive age specified for that class of kart. For example, a junior driver (under competitive age 13) may not drive a TAG senior kart. This rule applies to all practice and races. An exception to this rule may be made by petition to the board and subject to approval by PKRA’s insurance company.

500.38 Chest Protectors

All junior drivers (under 12 years old) are required to wear an SFI approved chest protector.

(This is a case of inappropriate use of parentheses, which make it seem that the definition of a junior is anyone under 12, rather than meaning that anyone under the age of 12 must use a chest protector.)

500.7 Procedures During Practice At The PKRA Facility

9. Karts may only be operated at the PKRA track by drivers who have attained the age specified for that class of kart. For example, a junior driver (under age 15) may not drive a TAG senior kart. Exceptions may be made to this rule by petitioning the board and clearance is obtained from the PKRA insurance company.

Pros: We would be consistent with other organizations. There have been several instances where drivers from other states have come over expecting to be able to race as a senior (at 15) since that is the age they have been racing at other tracks.

Cons: It has been brought up that if we keep rolling back the age, we will have 12 year olds racing as Seniors. However, this should not happen if we strictly adhere to this rule, with the only exception being an age waiver for which was correctly applied and approved. (Age waivers are only granted at most one year early, so the earliest someone would be able to race as a senior is age 14-- and that would have to be approved.)

Additional Feedback: It was pointed out that SKUSA uses ages 14 for a senior in KA100. This could be covered by an age waiver for the handful of our own members who also race SKUSA events; however, we could potentially have the same problem we have now with drivers coming in from other states.

One other thing that would be helpful is to configure MSR to not allow registrations for ineligible categories (if that is possible).

Additional Action Required/Requested:

Proposal #2: Aligning Age Groups Across Classes

Summary: This proposal requests that we determine age groups that apply to all classes, and publish these age groups in the PKRA rules.

Proposed Age Groups:

Age	Eligible Class*	Chassis
5-8	Kid Kart	Kid Kart
7-12	Jr 1/Mini/Micro	Cadet
12-15	Jr 2/Tag Jr	Adult
15+	Sr 206/Tag Sr.	Adult
40+	Master	Adult

**note that these are just examples and not necessarily the only categories that can be run at PKRA.*

Reason(s) for Request: Currently our rules allow for a driver to run two different chassis sizes, although this is not allowed in most other organizations. Although there is some overlap in ages for different categories, we are requesting a rule that prevents a driver from running one chassis in one category and a different sized chassis in another. A driver may compete in multiple categories as long as he/she remains in a single chassis size.

Pros: Our age groups and eligible chassis sizes will be clearly defined and consistent across different categories. In addition, we would also be more consistent with other tracks and organizations, as well as our current ruleset (NKA).

Cons: ?

Additional Feedback:

Additional Action Required/Requested:

Proposal #3: Establishing a Defined Procedure for Requesting Age Waivers

Summary: This proposal seeks to establish the application and approval process needed to obtain an Age Waiver.

Reason(s) for Request: At present, there is not a clearly defined process for obtaining an Age Waiver. The accepted procedure is to email the Board of Directors for approval. However, there are no defined guidelines as to who may grant approval, and what criteria is used to determine eligibility. Additionally, this information is not easily accessible to members who might need it, which makes it feel even more “secret handshake”.

Pros: There will be an “open” process for granting age waivers, and helps ensure that waiver applications are considered against a consistent set of criteria.

Cons: ?

Additional Feedback:

Create an age Waiver Request Form.

Additional Action Required/Requested:

Proposal submitted by the Competition Committee for Age Waiver Request Procedure:

Request an Age Waiver to Advance to the next Age Division Prior to a Racer's Option Year or to Stay in the Current Class

1) PKRA will consider granting a waiver to allow a driver to race in an age class that does not fit the published rules. Waivers are issued on a per racer basis based on considerations such as: driver weight/size, driver experience, and number of participants in the class along with relevant competitiveness of the class. Safety aspects of any waiver will be heavily considered.

2) A driver given a waiver to move up that races two or more races in the new class will not be allowed to move back down to their previous age group.

3) A driver that is given permission to stay in their current race class while exceeding the age for that class must get a new waiver approved prior to the beginning of each new race season.

3) The process to request an age waiver is to provide the request in writing to the Competition Committee Chairman and include the following information:

- Contact Information including Email Address and phone number for the parent/guardian making the request and the driver contact information.
- Driver Name and Relationship to Requestor
- Driver Date of Birth and Current Age
- Class / Classes wishing to participate in
- Drivers experience in Karting including current classes that driver is participating in
- Reason(s) for the Exception Request
- Any additional information that will help the Competition Committee understand the Request

4) Once submitted to the Competition Committee, the Committee will review the request within 7 days and make a recommendation to the PKRA board of directors whether to approve or deny the request. The PKRA board will vote on the request. A board member or competition committee member will inform the requester of approval or denial. If the request is denied, the reason for denial will be provided to the requestor.

Proposal #4: Writing a rule that would allow officials to give time penalties

Summary: Our current rule set only allows for placement penalties. Giving our officials the option of time penalties would be useful in enforcing some rules where a loss of position is not appropriate.

Reason(s) for Request: We had the option of using time penalties with our old rule set, but our current rule book only specifies placement penalties for rule violations. However we can use the “local option” and give the option of time penalties with our PKRA rules.

Pros: There are times where a time penalty is more appropriate than a loss of position penalty. For example, a common instance where time penalties are assessed is on starts. A common penalty if you do not maintain your starting position (i.e., stay in your starting lane) is “2 wheels = 2 seconds, 4 wheels = 4 seconds”. Right now our only option is to dock a position-- there is no way to scale it back.

Cons: ?

Additional Feedback: It was brought up that it would be nice to know you were subject to a penalty before the end of the race. Although it is no different now, with position penalties, with time penalties at least you would know that you had to get some time back. It was suggested that perhaps we have a penalty board near the flag stand that would list kart numbers if you were receiving a penalty. (This would mostly apply to penalties earned at the start.) We might try some things out in these next few races to see if we can make something that is easy to read, and easy for the starter to implement.

Also, if we have time penalties, we should come up with a list of some standard penalties so certain infractions receive a certain penalty and it doesn't vary from race to race depending on who the race director is or what his mood is that day.

Additional Action Required/Requested:

Proposal #5: Adjusting Junior 1 Weights and Slides

Summary: This proposal recommends adding an additional 10 pounds to the Junior 1 category, and using the red slide (instead of the blue slide).

Reason(s) for Request: It has been noted that Junior 1 lap times are the same (faster?) than the Junior 2 lap times, and that they are 1-2 seconds faster than the Senior lap times. This just seems to be backwards-- that a racer will get slower as they progress instead of faster. Also, after doing some research, increasing the weight and using the different slide will be more consistent with other tracks and organizations. (SKUSA Junior 1 weight is a lot heavier-- we are only proposing a 10lb increase.)

Pros: Some of the Junior 1's have trouble making the light weight already-- this would help allow a racer to not have to try to move up to Junior 2 prematurely because he/she can't make weight.

Cons: Some of the Juniors already have a ton of weight on their karts as it is because they are already too light. We don't want to make it so that the karts are too heavy, unwieldy, and dangerous in a crash. (This is also a reason we are only proposing a 10 pound weight increase.)

Also, so far the lightweight and faster lap times doesn't seem to have caused excessive incidents.

Additional Feedback:

Junior 1 red slide

Junior 2 gold slide

A good comment was that right now the Jr 1's can go through all the corners except two at full throttle. They would like to not see it turn into "oversized kid karts"-- there is something to learning how to actually brake and stuff. They agreed that adding 10 pounds to the weight would be good- it will slow them down just that little bit-- but leave the slides alone.

Additional Action Required/Requested:

Proposal #6: Setting the format of racing for upcoming winter season

Summary: Option 1: Qualifying/Heat/Main vs. Option 2: Qualifying/Heat/Heat/Main vs. Option 3: Heat/Heat/Main (with pill draw to establish Heat 1 order)

Reason(s) for Request: We often go back and forth between two heats and main (pill draw style) and our current Qualifying/Heat/Main format. It's been long enough now that some members would like to change it up again.

Pros: Two heats and a main allows for more actual racing. Winter is the time to do this format as we have more time during the day to race. (Summer is when we need to run a tighter schedule.)

Cons: Qualifying/Heat/Main is a little safer.

Additional Feedback: Qualifying/Heat/Heat/Main is the most boring, as a lot of times it ends up being the same order of finish for Heat 2 and the Main.

Qual/heat/heat/main would work if we assign points to heat races

After our initial review, Qual/Heat/Main has been pretty much ruled out. We will save that format for the Summer Series, when we are more limited on time. The decision is now Qual/heat/heat/main or heat/heat/main with pill draw.

Additional Action Required/Requested:

Proposal #7: Creating our Calendar for 2021

Summary: Option 1: 10 Race Winter Series and 10 Race Summer Series vs. Option 2: a longer (more spread out) Winter Series and a shorter Summer mini-series (non-championship)

Reason(s) for Request: The Competition Committee has received several requests to spread out the Winter series a little more (and perhaps making it longer), and making the Summer series either a mini-series or else not points races. Some members have expressed that our schedule is hard on their calendars as well as their wallets, and also say that once they have to miss one or two races, they feel they are not competitive in the points any more so they have less incentive to show up to the remaining races.

Pros: We might retain more members by reducing “burn-out”. We can also try some different things in the Summer Series. The Summer Series is less attended as it is-- maybe trying some new formats will help mix things up a little bit and keep things fresh. We can also space out the races a little more throughout the year and use the open weekends for outside events and other special events/clinics that we might want to run that are outside of our normal club series races.

Cons: People like to race. We wouldn't want to create big gaps in our calendar-- we would still want to be able to offer things for our members to do.

Additional Feedback:

Additional Action Required/Requested:

Proposed Schedules:

Winter Series Proposal #1 (follows our traditional schedule, with the tradition Summer Series to follow)	Winter Series Proposal #2 (more spread out, with non-traditional Summer races to follow)
Race #1: Dec. 6	Race #1: Dec. 13

Race #2: Dec. 20	Race #2: Jan. 10
Race #3: Jan. 3	Race #3: Feb. 7
Race #4: Jan. 17	Race #4: Feb. 21
Race #5: Jan. 31	Race #5: Mar. 7
Race #6: Feb. 7	Race #6: Mar. 21
Race #7: Feb. 21	Race #7: Apr. 18
Race #8: Mar. 7	Race #8: May 2
Race #9: Mar. 21	Race #9: May 16
Race #10: Apr. 11	Race #10: May 30
Rain Date: Apr. 18	Rain Date: May 31 (Memorial Day)

**April 4 is Easter Sunday*

Add the first race the first weekend in November for the first race, remove the January 31 race.

Proposal #8: Using a different tire compound for Tag100

Summary: There has been some discussion that the Tag100 group would like to use a different tire compound.

Reason(s) for Request: The Tag100 classes have not been happy with the wear on their Hoosier tires.

Pros: Another compound might work better on our track surface and give the members more value, as we promised the Hoosier tires would be.

Cons: Some members who are familiar with the other compounds say that the harder compound is slower, but still requires a new set of tires for every race if you want to be competitive.

Additional Feedback:

Additional Action Required/Requested: Find out what our options are, get a few sets for testing.