

# Open Board and Club Meeting Minutes-- Oct. 12, 2020

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

## Board Members

Cindy Lacotta -- present  
Scott Cebulski -- present  
Scott Jackson -- present  
Bernie Lacotta -- present

Curtis Ruth -- present  
Micah Hendricks -- present  
Ken Queen-- absent

\*\*Following Jon Lassak's resignation, Ken Queen has joined the BOD with the next highest amount of votes from the recent election. Curtis Ruth has assumed the role of Secretary.

## Approve Minutes

- September 14 Minutes were approved.

## Finance *(as of 10/03/2020)*

- Checking \$89,348
- Savings \$1,058
- CD \$5,181

## Race #9 Review

- The new RD position (by the scales) worked well, we will continue to do this.
- We will eliminate timed practice going forward. It is creating too many problems during the practice sessions. If racers do not use their transponder during practice and scoring does not get a chance to verify that it is working, then we are not responsible if that racer does not receive a time for qualifying due to a transponder issue.

## 2020-2021 Schedule

- Winter Series Club Races:

Race #1: Nov. 22 CCW Full

Race #2: Dec. 6 CCW 2 Straights  
Race #3: Dec. 20 CCW Short  
Race #4: Jan. 3 CW Full  
Race #5: Jan. 17 CCW Vintage 2 Straights  
Race #6: Feb. 7 CCW Vintage  
Race #7: Feb. 21 CW Full (Pre Cota)  
Race #8: Mar. 7 CW 2 Straights  
Race #9: Mar. 21 CW Short  
Race #10: Apr. 11 CW Vintage  
Rain Date: Apr. 18 Missed Race Format

## **Vote on Proposals**

Proposals for the upcoming season were:

- emailed to all of the membership prior to September's Club meeting
- Presented at September's club meeting on 9/14
- Presented again during a special town hall via zoom on 9/23
- Presented a final time at October's meeting before the final vote

Additionally, emails and phone calls were encouraged in case either Club meeting and/or zoom Town Hall meeting was unable to be attended (three emails were received). Therefore, we feel that we have provided many opportunities for club members to provide input, and that we have received a lot of very valuable feedback that allows the Board to vote accordingly.

- Senior Age
  - Vote was split evenly, with the tie breaking vote in favor of keeping the Senior age set at 16. A good point was made that development among our young adults varies quite a bit at this age, and an arbitrary age line isn't always going to cover it. However, this is why we have the age waiver process in place, so we have the ability to review case by case if requested.
- Defining age groups across categories
  - Unanimous vote in favor of aligning chassis size to age categories. Going forward, participants may race in multiple classes for which they are age-eligible provided they are racing the same chassis size. (i.e. You may

not race one category with a cadet chassis and another category with an adult chassis.)

- Age Waiver procedures
  - Unanimous in favor of using the process that was defined by the Competition Committee. Also, an Age Waiver Form will be created and made available online.
- Time Penalties
  - Voted in favor of giving the race directors the option of giving time penalties instead of only position penalties. Guidelines for various infractions and their corresponding time penalties will be created and made available so races will know what to expect.
- Junior 1 206 weights and slides
  - Voted in favor of adding 10 pounds to the Junior 1 weight, and going to a green slide.
  - Factors/input that was taken into account were:
    - The Junior 1 206 category is currently the fastest 206 class. This not only does not create a logical progression of speed as you age up, it also makes it so that a racer goes from the slowest class (kid kart) to the fastest 206 class. Many parents have expressed their concern over this.
    - Two emails were received during the request for feedback period that were ok with adding the weight, but were against changing the slide. However, most of the other feedback we received was in favor of changing the slide as well. (As noted above, many opportunities for feedback were provided.)
    - Weights and slides for the Junior 1 class were compared to other tracks around the country. Many tracks also use the slower slide as well as 30 pounds additional weight.
    - Our racers who have been racing at another tracks this summer throw on the extra weight and different slide without complaint-- they know if they want to race at that track, that is the category requirements.
    - The green slide works out to be about .3 seconds a lap slower. Valuable feedback from Paul H. noted that at practice Jacob ran the blue slide and another racer ran the green slide and both kids were still neck and neck around the track.
    - We know that people who are currently in the Junior 1 class will be upset that we are slowing down the class. However, we are looking at the long term goal of how the classes should progress in relation

to age and speed. No matter when the change is made, people will be upset-- but the overwhelming feedback we received is that this change needs to be made for the long term health of the class.

- Lastly, we are encouraged to make this change now, as the MiniSwift category has been gaining some traction, and we expect it to keep growing in this upcoming season. We feel that this will allow the Jr 1 206 class to be more of a “gateway” class, and that more advanced drivers who feel they need more of a challenge can thrive in MiniSwift, thereby creating growth in both classes.
- Format of racing for Winter Season
  - Voted 5-2 in favor of Qualifying-Heat-Main, with the request that we use the extended racing hours that Winter schedule allows for longer lap counts.
- Tire compound for Tag classes
  - The Tags will move to the same compound that the 206 classes are using, in order to get better wear.