

Alaska Sports Car Club
Annual Meeting
April 25, 2010
Gallo's on Dimond

Board Members Present: TJ Clark, Kent Hamilton, Nick Dallaportas, Nick Spiropolos, Loren Gerety
(absent: Marcus Oder, Kelly Thompson, Ed Angel)

Call to Order 2:15pm

Treasurer's Report (Clark, for Oder) Profit/Loss for 2009 and current account balances were reviewed, but without the Treasurer present to answer questions, acceptance of the Treasurer's Report is postponed to the next meeting.

Last meeting's minutes: Secretary not here, no minutes to present. They were posted to the website, with no comments noted.

OLD BUSINESS:

- Lions Club:
 - o Board met with Lions Club members Bill and Chris of District 49
 - o The board found no reason the current ASCC would need to be dissolved to become affiliated with the Lions
 - o Lions club insurance might work for racing, or might not work for ASCC needs. TJ cautioned the club members not to proceed with Lions Club affiliation if insurance is the only goal
 - o Big plusses to Lions involvement are Community involvement, charity, and the history of Lions International
- MOTION (Clark, 2nd - R.Hale): Develop a Lions committee of 1 board member and 2 non-board members. This committee will go forward to seek answers from Lions on all questions from ASCC. None opposed, motion passes.
- MOTION (Clark, 2nd - Hamilton): As a follow up to Lions involvement, make a one-time exception to Article III Section 1 of our Bylaws, which would allow changes that are specific to Lions Club involvement to be made by December 31, 2010. None opposed, motion passes.
- MOTION (Clark, 2nd-Spiropolos): Create a one-time option to opt out of the Lions affiliation if in the Club's best interest. The committee will further define the requirements of this clause. None opposed, motion passes.

CLUB CAR:

- Nick S. updated the status. The car is ready for paint, and should make it to Tanacross. Nick clarified that the intent of this car is for betterment of the club, to allow new members who have never raced before, or for the possible Celebrity competitor. The car is NOT a backup car for existing racers.

COMP RULES:

- MOTION (Hamilton, 2nd - Spiropolos) Revise Section 4.2 to read as follows:
IT Class:
Vehicle eligibility: The IT class is open to common rotary, and 4, 5, or 6 cylinder vehicles produced for sale in the USA that are at least five production years old. Vehicles with forced

induction or nitrous are not eligible, regardless whether it is original or aftermarket equipment.

IT cars will be divided into three classes:

ITU will be for cars 2.0L and under

ITO will be for cars over 2.0L, but not more than 3.0L

ITV will be for cars 3.0L and under without electronic fuel injection

Allowed modifications:

Vehicles shall remain factory stock, except for the following allowed modifications:

1. Bodywork must retain the original look of the vehicle. Side moldings and trim pieces may be removed.
2. Interior:
 - a. Interior parts may be unfastened or unbolted. Excessive cutting or gutting of the interior is not permitted.
 - b. The dash shall remain unmodified, except small holes may be cut to facilitate roll cage installation.
 - c. Door panels may be removed if the roll cage has double door bars.
3. Engine:
 - a. Engines may be rebuilt using direct replacements of original parts. Lightweight parts are not permitted.
 - b. Cylinder overbore of up to 0.040" is allowed. Replacement pistons shall be direct factory replacements.
 - c. Emissions equipment may be removed
 - d. Gasket matching is permitted up to 1" inward from the mating surface
 - e. Engine management computer modifications are allowed
 - f. Carburetors may be tuned by substituting internal parts. Venturis may not be bored. Choke mechanisms and their actuating systems may be removed.
4. Exhaust is unrestricted, except that it must exit the vehicle behind the driver
5. Air intakes are unrestricted, up to but not including the throttle body
6. Suspension:
 - a. Springs, shocks/struts, and swaybars are unrestricted.
 - b. Bushings may be replaced with alternate materials. Modifying parts to make facilitate installation of alternate bushings is not permitted.
 - c. Camber and caster may be adjusted with the use of crash bolts, eccentric bushings, shims, and/or camber/caster plates.
7. Alternate wheels are permitted, up to a maximum of 7" wide.
8. Any tire with DOT approval may be used.
9. Gauges may be added, or removed.
10. Any steering wheel may be used
11. Any mirrors may be used
12. Any limited slip differential may be used, provided the original housing is not modified.

Discussion: Dwight Bowden spoke out against it: ASCC has been running the IT class since 1988, SCCA has the data, and these proposed rules oversimplify the prep allowances, and he strongly objects to the change. After much discussion, the vote was 17 in favor, 2 opposed. Motion passes.

- MOTION (Hamilton, 2nd - Spiropolos) Add the following to Section 3.4:
A passing physical which meets CDL or FAA requirements is acceptable. None opposed, motion passes.

Rule 4.2 – Rubber To Ice

- MOTION (Hamilton, 2nd – Hodges) Revise to read as follows: Cars must pass an autocross tech inspection. Tires may not protrude beyond the bodywork when viewed from above. . None opposed, motion passes.
- MOTION (Hamilton, 2nd – Hodges) In section 4.2, change the forced induction multiplier in GTO from 1.2 to 1.5. Discussion: The increase is due to performance potential of forced induction cars, and to be more consistent with other clubs' FI multipliers. . None opposed, motion passes.
- MOTION (Hamilton, 2nd – Bethe) Add the following to Section 4.1 and 5.1:
It is recommended that car builders contact the Competition Rules Committee prior to and during construction of their cars for advice, and to ensure rules compliance. . None opposed, motion passes.
- MOTION (Hamilton, 2nd – Bethe) Modify the first paragraph under Section 5.6 Fuel Cells as follows:
All cars, except IT cars, are required to use Safety Fuel Cells. Unibody cars in GT may retain the factory fuel tank and system with approval by the Competition Rules Committee. This allowance does not extend to tube frame or body-on-frame cars. Safety Fuel Cells shall conform to the following ASCC Safety Fuel Cell Standards: . None opposed, motion passes.
- MOTION(Hamilton,2nd – Graham) Add the following at the end of the opening statement in Section 5.6:
Race Cars built after 4/1/10 shall be presented to the Competition Rules Committee for determination of fuel cell requirements regardless of class. 11 in favor, 8 opposed. Motion passes.
- MOTION(Hamilton, 2nd – xxx) Add the following to Section 5.10:
The battery disconnect device (kill switch) shall be easily found from outside the car. The switch shall be clearly marked, and located in one of the following locations:
 - o In front of the windshield on either the cowl or fender
 - o Below the center of the rear window
 - o On a bracket mounted to the roll bar or dash, accessible through an open window. Drilling holes in the roll cage is prohibited.
 - o Open top cars may additionally choose from the following:
 - On the bodywork in close proximity to the right side of the main cage hoop
 - On a bracket mounted inboard of the upright part of the main cage hoop.

DISCUSSION: Kent Hamilton clarified the intent of this rule change is to standardize the location of the kill switches, to make it easier on the corner workers if they need to use it. Desiree Hale said Alaska Raceway Park requires the kill switch be on the rear of the car, so this rule change would affect anybody wanting to run with both clubs. After much discussion, the vote was None in favor and All opposed, Motion fails.

(brief recess)

- MOTION(Hamilton, 2nd – R. Hale) Add the following to section 5.6:
Race cars of unmolested unibody construction may retain their factory fuel tank in the original location, if it is located inboard of the frame structure, and located between the front and rear shock towers or axles. None opposed, motion passes.

All racers are reminded to check expiration dates on safety gear, especially safety belts.

BOARD NOMINATIONS:

President: TJ Clark
1st Vice President: Richard Hale
2nd Vice President: Nick Dallaportas
Treasurer: Marcus Oder (if he accepts)
Secretary: Kent Hamilton
Trustee (1 yr.): Fred Peizerich
Trustee (2 yr.): Ed Angel

No objections from the membership, the new board is elected with Nick Spiropolos continuing as the other 2-year Trustee.

COMPETITION RULES COMMITTEE NOMINATIONS:

Chairman (1st VP): Richard Hale
Committee: Ed Angel, Dwight Bowden, Nick Dallaportas, Mark Graham, Kent Hamilton, Clint Hodges, Nick Spiropolos

NEW BUSINESS:

Tanacross: Spring Tanacross will be May 29-30, 2010. There will be a MANDATORY tech inspection May 22 from noon to 4 or 5pm. Henry Hedberg volunteered to help as Pit Boss, and Fred P. volunteered to be Starter again.

Lions Committee: Desiree Hale and Dwight Bowden volunteered from the general membership, and Richard Hale volunteered from the Board.

Event Insurance: Estimated costs for Tanacross weekend will be around \$1100, as a portion of an Annual policy. Details will be available at the next club meeting.

Ice Racing: Clint Hodges volunteered to be Ice Racing Chairman, with Lee Metcalf assisting.

Next Meeting: May 11, 2010. Primary topics will be Tanacross and Lions Club.

Community Involvement: Ken Bethe talked about a recent Boy Scout involvement with Change Point Church, where they performed tire changeovers and basic maintenance on cars for people of lower income. News crews cover the event, and he suggested it would be a great way to help out and get club exposure.

Mark Graham: Asked about insurance to drive the Club car on the street for advertising. The Club would need to buy a policy. Clint Hodges offered to check on requirements.

Autocross Series: Henry H asked the basic question – What’s happening?

Clint Hodges gave a brief history of how the series came about. Back in the November or December ASCC meeting, all clubs (ASCC, PCA, SubZero & SCCA) were invited to a planning meeting in January, and SCCA ended up not sending a rep to the planning meeting. SCCA members are still invited to attend and compete in the series, but SCCA is not “officially” a part of the series.

MOTION (Clark, 2nd – Hamilton) To authorize up to \$500 of the Club’s funds to purchase cones. The cones will be labeled with ASCC or similar, and stored in the Porsche Club’s equipment trailer so they may use them as well. None opposed, motion passes.

Equipment status: Fred P. reports we have 20-25 trash cans in good shape, and probably don’t need any more for Spring Tanacross.

Henry Hedberg offered valuable words of advice for the multi-club autocross series: As members of the Alaska Sports Car Club, don’t be “last in, first out.” Try to show up early and stay late if needed to help out, so the other clubs don’t think we’re not doing our part.

Other Club functions:

- Clint Hodges states that July 24 and August 14 are the ASCC dates at North Star Speedway.
- Richard Hale asked about getting a display for the club at the Eagle River Car Show next weekend. Nobody expressed much interest, so no booth.

Motion to adjourn by Richard Hale, second by Nick Spiropolos.

Finished at 5:15pm