

Minutes for 7-9-19

Lion's Club Meeting.

Those in attendance:

Shaggy

Brittney

Ben Nelson

Kent Hamilton

Scott Rees

Tom

Glenn (new)

Justin (new)

Riley (new)

Adam Poole

Will Divera

Fred

7:15 Food orders taken

7:25 – Scott meets and greets 3 new guys, gets their names, all have a bit of discussion about a drifting event.

7:35 - Food delivered

7: 40 - Will asks who will take notes. Scott volunteers to take notes

Discussion about officially making Brittney treasurer. Garth phones in and seconds Kent's motion and it passes. Garth then officially quits being secretary and hangs up.

Shaggy discussed cart racing and holds up a professional packet on the rules and reg's about it. He states that 60cc for up to 12 year olds and 100cc for over 12 is perfect. This would be good to encourage families to join in the racing scene and we could just adapt the pro version to amateur by cutting and pasting.

Kent objects stating we need to simply borrow someone else's already developed amateur version of Regulations. The group generally agrees this would be good to limit liability.

Shaggy will go to Glacier View this Friday to investigate a Hill Climbing event with Arnie for August of 2020. Some discussion on roll cages and requirements. Kent mentioned the SCCA has updated hillclimb rules.

Racewars is on Saturday. We'll have a booth and use Adam's Porsche (Paul's old one) and possibly a drifter car to attract folks to our booth.

Shaggy stated he wanted to get more involved in ice racing this year. He spoke confidently that if the club bought a plow it would be easier. Will would like it bolted on to his truck and he'll plow. He also stated he wanted the track to be 40 feet wide because it gets narrower as the season progresses. He'd like to possibly get involved with the other ice racing organization (AMC?) that races side by sides.

Kent interjected that he observed the need for more professionalism in drivers' meetings. This included knowing what items must be included in a meeting, possibly a list on a clipboard to make sure it is covered. This would alleviate the ubiquitous question, "Did I miss anything?" It would save time as well. Ben mentioned that the Porsche Club has a list and their meetings are very quick and professional.

Kent also added as the ice racing season progressed, he heard and saw more and more talk via FB and other media about contact being made during the races. He reminded everyone that it is not a contact event and there are consequences to doing such a thing. Additionally, when people hear about contact, they are less inclined to want to attend with their cars. Shaggy agreed that contact is a bad thing and we should stop and discuss it if ever happens.

Shaggy stated that we need to make it so it is ONLY online registration because it takes "hours" to register people on the day of the event. This was amended to you can register on site only the first time but after that, you must register online. His hope was that would help us all get to racing faster because apparently it just takes too long to put everyone's information down on the race day.

For Tanacross, Shaggy needs "someone sober on the day of the event" to run internal things. He hopes to be busy (and sober) with the Motortrend guys and someone needs to be coordinating all the runs and orders and corners, etc. He has no time to be babysitting or the "mean guy," in his words. Scott Rees volunteered to run more of the admin stuff at Fall Tanacross rather than race since his car would likely be driven by Steven anyway.

Shaggy then mentioned that dealers should be encouraged to build ice racing cars. That would get more publicity and participation. Additionally, they may want to do some sponsoring.

Kyle and Justin were willing to learn from Shaggy on how to market and get sponsors. Shaggy expanded on how to add value when "selling" the idea of sponsorship.

Shaggy went back to Tanacross with raising the W2W cost from 150 back to the old price of 250. Kent explained the lower cost was because families used to be coming out with all of them racing. Shaggy stated this will help offset Emergency Services we can use from Tok.

Shaggy said he wanted to bring racing (rally?) back to Anchorage around Goose Lake or Palmer or Soldotna's airstrip.

Shaggy stated the current Club Trailer is overloaded. We need a new trailer. It isn't organized. And we need some shelters for Tanacross. He knows someone who can print our names on the awning, possibly for free. And we can put a sponsor on each side of the trailer for some money.

Apparently we need some flyers for Race Wars. Shaggy said he'd take care of that.

For Fall Tanacross, we need Tshirts or Sweatshirts. Tshirts are free, Sweatshirts will cost 10 dollars. They would be for the workers – probably 14 of them. They were a hit last spring, according to Shaggy. But we didn't decide if the Club should buy these or make the workers pay for the sweatshirts that say "STAFF" on them.

Kent mentioned that SCCA has been around longer in Alaska than Alaska has been a State. A warm feeling of pride washed over those in attendance.

Justin said he might design a logo or something for some swag. He was warned by Shaggy to run it by him first so we don't move too far out of bounds as there is already an official logo, as he dipped his head to show off the brim of his hat to Justin.

As Shaggy stated that was it, Scott Rees asked if he could share a few things. Shaggy said that would be great.

9:10 - Scott stated it would be good to have an end of ice racing season evaluation about the good and the bad so we could improve. He admitted this may have happened and he missed it. But either way, he had some thoughts that he felt it important to share to make 2020's season even better.

Scott mentioned that new drivers need to given some time on the track before the race to get to know their car and the track. Even a few laps spread out before racing would be a gift to both the driver and the other drivers. This didn't happen nor was encouraged this year.

Driver's meetings – we need to know what the rules are in a clear concise manner without side talk and useless banter. Scott mentioned one experienced racer stated each time that you should "Plan on taking a taxi home." While this is somewhat humorous and true, it doesn't help the new driver to drive better. Something like that could be stated in context with, for example, "If you are being passed and it is getting close, it is OK to just pull off the gas and let the pass happen. No one wants to take a taxi home because you wanted to own the whole track." It is just a culture of improving our skills that we need to be aware of.

Will stated that the person said more than what Scott said he said.

Another culture topic Scott mentioned was the talk about contact. When finishing up plowing the third race and cleaning up the parking lot, he overheard the first two arrivals talking about "all the collisions" happening the last event with a bit of gusto. Scott stated with talk like that, as fun as it sounds, will drop our numbers. Our first two races were well attended. The last two races had half the numbers. And no "nice" cars attended except Jaimie Bernard and Scott Rees.

Discussion about standing starts was had. Fred mentioned that in the past if a standing start was done it was 2 cars, 1 car, 2 cars, 1 car to allow good passing when someone couldn't get traction. Scott mentioned the 2,2,2,2 was ineffective and the rolling start should be standard since we had all wheel drive and front wheel drive cars spread out throughout the crowd. Will stated he had two people tell him how they loved the standing start.

Scott mentioned how Dan Green, of GTF, told him that doing the track in reverse adds a new element we might want to try in order to mix it up. Scott mentioned this to Will and he may have planned on it. And we did it the last 3 races. Dan also warned me that drifts and banks that could be "kissed" before in the traditional direction with no consequence would surprise you and suck you in if you reversed direction. Thus, be prepared. Also corners will be polished and grooved differently, especially after the race trucks. This became evident during the last three events of the season, practically all contact was made when going in reverse direction. Additionally, there was no practice laps in reverse to familiarize the drivers with the different conditions. The last race of the last event ended up with maybe 1 and ½ cars finishing. The remainder of the field was either stuck on berms, hanging half way onto the track or driven off because of collisions or damage. Will nodded that that was the final race result of the season.

Scott suggested strongly that we not do reverse racing again if do not want to risk losing more racers due to collisions and inevitable conversations afterwards. At this point...

9:30 – The restaurant server came in and stated they were closed. Everyone got up to pay their bills.