



Minutes from the Club Meeting held 5/2/2007

Start Time: 1830

Attendees: David Boyd, Eric Meglasson, Jack Gassaway, Steve Wynne, Chris Hibbits, Gabby Marshall, Randy Ham, Jim Kell, Carl Natter, Curtis Hagner

• **Treasurers Report**

- MOTION (Meglasson) ACCO bank debit card that is in David Boyd's name should be changed to Jack Gassaway. PASSED

• **Old Business**

- Critique of last event
 - Organization went well but attendance was low due to poor weather.
 - Also, Sunday's setup is easier since much of the equipment was in place from Saturday
 - Didn't have enough workers to cover all work positions
 - Worker Chief recognized that during registration and attempted to keep classes together in the same heat
 - May make work assignments during driver's meeting if turn-out is low

• **New Business**

- Event Schedule
 - Drivers meeting is at 8:45 but members working Tech and Registration may walk the course at that time
 - A signup sheet should be created to track which officers will be at what events to know where gaps in coverage will be. Course designers can be identified here as well
- OSPU/OSPO PAX Factor
 - Other clubs use the San Francisco Region PAX for OSP and this year it is the same as SM
 - Allowances for OSP far exceed those in SM and while it would normally not be an issue during events, it is for the OSI as an entrant can take advantage of that for a "soft" PAX factor.
 - MOTION (Wynne) The PAX factor for OSPU should be tougher than SM and the PAX factor for OSPO should be tougher than SM2. Input from other Oregon clubs should be solicited before determining a PAX factor for these classes. PASSED
- Course designs
 - Concern about Event #1's design
 - Many entrants could not follow, many DNFs
 - It was determined that it was a good course but too complex for an early season event
 - There was a suggestion that course designs should be reviewed at monthly meetings
 - Better to leave it up to the course designer, competition director, and safety steward
 - Designing courses by committee at meetings would be chaotic and unproductive. Courses would start looking the same



Car Audio and Performance System Specialist
142 NE Revere Bend, OR 97701 (541) 312-4332



Performance Exhaust Systems Custom Mandrel Bending www.4customexhaust.com
20655 Carman Loop Bend, OR 97702 (541) 330-5931 toll free 877-795-1802

- The Competition Director will keep in mind the early part of the season and ensure more complex designs are held for later in the season
- Craig Ohlin update-funds raised and ready to go. Being delivered Monday
- **Safety**
 - In light of the recent accident at the SCCA OR Region event at PIR, it was thought a review of safety procedures was prudent
 - 4 cars were damaged at that event and 3 may be total losses
 - A Porsche GT3 did not come to a stop in the stop box and continued out of the competition area, colliding with three other cars parked in the pit area
 - We will leave more room for run-off in the finish area of our courses, the finish lights can be set back with plenty of room to stop with our longer cables
 - Competitors are not to linger just past the finish stop box like during Event #1 while waiting to hear penalties and other timing information, they are to immediately return to the grid
 - Grid workers can help novices get information on completing clean runs or where penalties are coming from.
 - On courses, the cross-over sections need to get the turning done and cars straight or parallel to the edge of the course before entering the next element
 - Don't have high-speed sections headed towards the edge of the lot where there's a turn
 - Keep the course 75' from spectators
 - Grid and Starters need to ensure competitors have all safety gear and the car ready to go prior to entering the course. (helmets fully strapped, hoods and doors latched, etc.)

Meeting adjourned at 1953