



Houston SCCA Solo Committee Meeting Minutes 03 April 2018

Attendees

- Committee members in attendance included: Ricardo Barnes, Chris Chrismon, Phillip Halek, Robert Horton, Chris Humphries, Lynn Ketcham, Roger Johnson, Shannon Saxby, Jeff Thomson
 - Jon Mobley joined by phone for a portion of the meeting
- Guests in attendance: David Duxbury, Jeff Goji, Kent Kroll
- Committee members not in attendance included: Gene and Barbara Beard, Larry Peak, Wayne Stockel, Landon Thompson, Donna Trusty

Tech Report:

- One helmet failed tech

FastTrack Review:

- Member Advisories
 - Street Touring
 - CR front lip on a base model S2000 is an allowable modification.
 - Modifying or relocating an OE spoiler is not allowed
- Out for comments
 - Street
 - Proposed move from AS to BS
 - Audi TTS (2016-18)
 - Street Touring
 - Increasing the minimum weight of allowed replacement aftermarket seats to weigh at least 35 pounds
 - Seats and steering wheels with an integral airbag may not be modified or changed
 - Prepared
 - XP boosted displacement equivalence and min weight
 - An error was made in the previously posted XP weight formula, there is now a corrected weight formula
 - Air may be ducted as long as it is supplied through normal or specifically authorized openings in the bodywork
- Tech Bulletins
 - AS – Ford Mustang GT Performance Package – Level 2 (2018)
 - FS – Ford Mustang GT (excl. Performance Package – Level 2) (2010-18)
 - DS – Tesla Model 3
 - STU – 370Z (Nismo) (2009-17)
 - STS – Golf, Rabbit, & Jetta (2.5L)
 - BSP – BMW 128i (2008-13)
 - DSP – Ford & Mercury Focus ST (2013-18)

Treasurer's Report:

- March we had 140 entries and 14 DB entries
- We lost money by hosting Starting line, but benefits to the club outweigh the monetary loss.
- The Port-o-can company we have been using has been unreliable, so Lynn canned their can and found a more reliable company.

Houston SCCA Solo Committee Meeting Minutes 03 April 2018

Trophy Report:

- 30 YEP Trophies/Jackets handed out with 2 remaining.
- 5 Large Trophies/plaques handed out with 3 remaining.
- At the April event we will be passing out regional cone magnets for several prior events that we could not pass out the on the event day due to audit issues.

March 4th Event Review:

- Event efficiency analysis
 - 18 min for the drivers meeting
 - First heat started 2 min later than predicted and was also the longest heat
 - 19 min for the heat change from 1st to 2nd
 - 12 min for the heat change from 2nd to 3rd
 - 23 min lost due to safety incident
 - ~30 min to pack up
- No timing issues.
 - The rubber ducky (omni-directional antenna) was set up at the truck, the field devices used the directional antennas this time
 - The T-links are fixed and being stored in their travel case; takes up more room in the truck but better protection
- No trophies were passed out due an audit on the results being needed
- Course needed 50 ft. more brake room at the finish or a bigger offset before the finish
- Discussion about how to run the course safety runs

April 7, 2018 HPA Dirt Spreading

- 8am-12pmish
- We will be using clay/dirt compound that is compactible
- Dirt will be dumped by the HPA X
- We need volunteers to provide: Flat shovels, Tampers, Wheel barrows, pickup trucks
- Ricardo to provide Kolaches, donuts, water
- Committee members volunteering: Ricardo Barnes, Chris Humphries, Jon Mobley, Shannon Saxby
- 12 volunteers in total so far, more volunteers would mean finishing earlier

April 8th Event Planning:

- Setup at 7:00am
- Specialty Worker Positions
 - Safety- Covered
 - Tech- Chris
 - Timing- Phillip
 - Food Truck- Foreign Policy
 - Porta-Potties- Lynn
- A course was approved with a couple changes

2018 Autocross Dates/Locations

- We are swapping dates with BMWCCA to avoid conflict with Mineral Wells Pro Solo date (dlbracing.com updated)
 - BMWCCA – June 3rd

Houston SCCA Solo Committee Meeting Minutes 03 April 2018

- SCCA – June 17th
- MSRH – Still selecting a date. Cost negotiations have started.
- GGP – Cost negotiations are underway, goal is for August 5th
- GSS – Cost negotiations are underway, goal is for July 1st

April 21, 2018 Triumph Club Event Planning

- Setup at 7:00am
- SCCA to provide cones and run timing
- Robert Horton to pick up the timing truck
- Volunteers: Chris Chrismon, Robert Horton, Lynn Ketcham, Jon Mobley, Shannon Saxby

April 21, 2018 Hobby Fest

- A good opportunity to spread our name and look for new members
- New 10X3 SCCA banner is in the making, along with SCCA business cards
- Chris Humphries is looking for more volunteers to join him

Website/Live Timing Update

- Jeff Thomson has been working on updating the website
- All results from 2010-2018 has been uploaded, including YEP
- Live timing is has passed testing and looks to be ready for April 8th
- Thanks to all of his hard work these past couple weeks, Jeff Thomson is our new Chief of Web

Karting Event Schedule

- Location: Houston Karting Complex
- BMWCCA vs SCCA
- Porsche club doesn't have a candle at this funeral
- Further development needed

2018 Houston Solo Operations Manual Review

- Year End Awards addition
 - In the event of a year with a shortened schedule of only 11 events, the required minimum of events will be lowered to 6 and the best event count will be lowered to 7.
- Solo Driver of the Year addition
 - The minimum number of events for this trophy are the same as for a class trophy.
- Barry Ballard Award addition
 - In the cases where the previous year's winner is not available the Solo RE or Trophy Chief will handle the details.
- Norman Jackson Rookie Driver of the Year addition
 - The definition of a full year of competition is that the driver competed in at least 7 events during the calendar year.
- Sarah Tooth Most Improved Driver of the Year addition
 - This is awarded to a Houston Region SCCA member who has improved the most in a calculation of previous year and current year PAX average. This will be

Houston SCCA Solo Committee Meeting Minutes 03 April 2018

calculated in a spreadsheet maintained by the Timing Chief and/or the Trophy Chief. The minimum number of events for the two years being compared is 5 events in each year.

- Practice Event content to be re-written.
 - 40 participants at a \$50 entry fee to break even
- Regional Supplemental Rule Changes
 - Minors, 12 or older, or 57” or taller, to be allowed in the grid area. Removed ‘only if helping with a competitor car, at the Safety Stewards discretion.
 - Historically, X Class, when it was a non-competitive class, was run in all heats and was used by drivers whose work assignment such as safety steward necessitated some flexibility in distributed run/work orders. Examples of this are scheduling Timing Chief and deputy Timing Chief in separate heats or in order to cover all heats with Safety Stewards. Since X-Class has become a competitive class where trophies are awarded the Worker Chief and organizer will make an effort to run the entire X class within a single heat, the same as all other competitive classes. Permission to run in X Class in a different heat requires a waiver from the Solo RE or the Event Chairperson for each event and/or person.
 - Pet rules to be re-written to specify what event cites allow pets.
 - Houston region CAM class rules to be removed due to new National SCCA CAM rules.
- Section 7 Houston Region Classes to be broken out to its own document
- Link to be added to the website in a clearly identifiable place for Houston and National SCCA rules

STO class rules discussion

- The committee discussed the current STO rules that were adopted by the committee in July 2015. The committee concluded that the intent of the class would remain the same, including a legal, STO vehicle must meet all relevant federal and states laws **and** be currently and legally registered for the street and have a current and valid state inspection. It was recognized this means all emission systems that came originally on the vehicle must be on the car and operable, as per Texas State Inspection Criteria for the Annual Safety Inspection. Specifically, a legal STO vehicle must have a functioning catalyst.
- The committee will consider an amendment and/or addendum to the current rules to more readily define the emission requirements, with references to key, applicable state and federal laws and procedures.