

**SDR-SCCA
SOLO COMMITTEE
BOARD MEETING**

February 6th, 2012

Solo Board	Attending	Club Rep's	Attending
Chair - Scott Lewis (SL)	Y	SDAD - Larry Dennstedt (LD)	Y
Vice Chair - Dov Zazkis (DZ)	Y	TART - Rick Perry (RP)	Y
Tres.- Michael Sners (MS)	Y	SCAT - Daryled Bristol (DB)	Y
Sec.- Hank Yamfang (HY)	Y	SCNAX - Warren Leach (WL)	Y
Past Chair - Bill Schiller (BS)	N	DCCSD - Kenny Berchtold (KB)	Y
Committee Heads		Guests	
Equipment - Jeff Lonedale (JL)	Y	Rachel Moneco (RM)	Y
Timing and Scoring - Larry Chen (LC)	Y	Bob Plant (BP)	Y
Sound - Jason Kuyper (JK)	N		
Novice - Ron Chapman (RC)	Y		
Membership - Warren Leach (WL)	Y		
Waiver - Open Position	?		
Lot - RP	Y		
Region - Jeff Lonedale (JL)	Y		

Topic	date initiated	Description	Action by
CALL TO ORDER		7:07 PM at C2 Motorsports, 8030D Vickers Street, San Diego	SL
MINUTES		January minutes approved	Solo Comm.
TREASURER'S REPORT		Report Approved - Net balance as of 1/27 is \$21,778.65 (refer to approved January Treasurer's Report for expenses and outstanding deposits). As of 2/6/12 net balance is \$12,327.78. MS: SCCA insurance and sanction fees have gone up 50 cents each. MS acknowledges that he will look for adherence to appropriate deadlines (flyers, et al). MS: Only found \$805 in raffle money, short at least \$15, depending on how many purchased individually and how many purchased \$20/5 tickets. RC: Has taken Well Fargo credit card for safekeeping. MS: Will send out check for sanction and insurance tomorrow, signed by SL. WL: MS will get bill for weekend passes. WL warns about delay in processing by SCCA. LD: Has a check donated by Larry Clapper for \$120	MS
COMMITTEE REPORTS			
		Equipment JL: Will put a copy of map of trailer on each door, laying out what goes in which cabinet and what order. There is also a clip-on folder holding each event flyer. JL: Any trophies before 2010 will be thrown out. JL/WL: Repair party may be delayed until before the tour.	JL
		Timing and Scoring Has to redo some of the files and club info did not get transferred in the new membership list. Let LC know if there are any errors. Brought to attention that JK was misclassified. Needs to be moved.	LC
		Sound JK not here. LC: quite a few people above, but no actual infractions. No repeat offenders. Recommends helping out those who are new to get legal.	JK
		Novice RC: Practice days when there are ample course workers, if the club wouldn't mind assigning a few instructors per workgroup	RC
		Membership Total of 328 total memberships sold, 47 at the DCCSD event, 281 renewals. 47 were at full price at the DCCSD event. Annual SCCA memberships: WL is no longer mailing memberships to the treasurer, but directly to the SCCA. LC: Wants to simplify things and reduce exchange of hands. WL: Early SCAT event in June moved a week ahead to get W Lot	WL
		Waiver Waiver Chief has been agreed upon; every club will have one person responsible. Waivers go to Kaustav A. WL: Still looking for SS for RP's practice. Need to do a SS instructor school ASAP. LD is still doing the SS school and will be SS one more time, but he is imminently retired. LD: It seems that there is a rumor that he's retired from his business but also autox altogether. He wants to clarify, he will not run for Champ points this year, he will show up from time to time when he likes, but he has not retired from SCCA. He still will do all he can to help the organization.	?
		Lot Nothing new	WL & RP
		SCCA Region 87	JL & WL

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JL: Two weekends from now the higher ups will be at Chuckwalls to make sure the SCCA can sanction or find out what it will take to sanction for events. Definitely in the middle of nowhere! Arizona region is interested in co-sanctioning. End of 2013 is maybe the first co-sanctioned event. RE: rallycross Jayson Woodruff is trying to get it back up and running. Region President: Bob Silvestro, Regional assistant: Greg Weeks, Peter Bollenbecker is secretary. RC is treasurer, Region Membership: WL, JL and Chris Roberts

PAST EVENTS

SL forgot to thank the Region for \$200 donation. KB: DCCSD event went well. LC: 122 for practice, 171 for championship. LC: Decided to line course, 3 50lb bags for both events, 2 bags on Sunday just to change the course. At least 5-6 bags needed. Don't chalk 1/2 last minute because changes become more difficult. Don't worry about blowing off course so much since it's just flour.

UPCOMING EVENTS

12-Feb SCAT: SL: Need something to haul the trailer down but Supercross makes it difficult since it is Saturday night. RP: recommends maybe just park it and don't tell Q, asking permission hasn't been a way to go. RP says he will get the trailer to the lot Sunday morning

SCAT

March 3/4
Flyer is up

SDAD

Topic	Date Initiated	Description	Action by
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OLD BUSINESS

Awards Banquet
Event went well. Good job to SL

LC: Can we compile everything from the banquet onto one page for archiving (will be useful for next year). SL: 3 no-shows, want to cash the check? WL: says no. KB: No. LD: No. DR: No. See MS for banquet bill. SL had to use his CC to pay for banquet, they would not take check. SL: Next time we should use cashier check
WL: This banquet was a little less industrialized/corporate. It was better. He believes it was more personal. RP: Thanks to SL for a great job organizing the event and pulling together the sponsors/donators
LD: Spoke to bartender. 2 factors: The hotel appreciated our conduct. Bartender says they would really like to have us back next year.

Trophies:

SL: Jans billed \$1042. Everything came in under budget. Jackets were separate. All added up under \$1500.

NEW BUSINESS

2/6/2012 Patching Party

WL

WL: Had two crews, SCCA and BMWPCA. 6 SCCA people showed up including William Wong. WL admits not promoting it enough hence the small showing

2/6/2012

Got a phone call (anonymous) who had been speaking to an exec at Scripps hospital. This woman said: Did anyone talk to Joe Jacobs who was supposed to be the head of the stadium. Has Mr. Jacob declined to patch or assist in the repair? Is there a legal issue? WL: The 4 groups talked to Michelle (?) and the stadium agrees to it. It turns out they want us to do it and they can't afford to do it. Michelle is our go-to, not Jacobs. Maintenance does help by bringing a hose out. It seems the Q looks favorable upon our patching. LD: Our club would've had more people out there, but there was too much confusion

LD

1/9/2012

IS class proposals

RP/BP

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BP: Made copies. Counterpoint to killing off IS classes. Proposal says there aren't true SP cars running. This is specious because it only takes ONE person to force the hand of all other IS drivers. BP spoke to a guy at the banquet who wants to bring out a fully prepped SP car. First problem BP had was a notification problem. Many people did not know about this attempt to kill off class. RP: If people aren't in club, they can't be notified, and if they don't go to the minutes on the website, nothing can be done. BP: 2nd problem: Sport is expensive enough to begin with and this would force quite a few members to enroll in an expensive class. 3rd problem: a lot of supplementary classes already in SDR, so why is IS the only one being picked out? IS should not be singled out. BP: Data seems flawed. Looking at total data provided, both IS and SP were well-attended. WL: Data provided by BP does not dispute qualifying. It is not the job of any region to protect any driver from this. Re notification: it is up to the club rep to notify them. The pertinent question is who are you running against that you would need to be prepared against?

WL: Proposal to dissolve IS is because of underrepresentation in SP. An imaginary car could upset any class DB: you could go to a street line class. BP: street lines aren't as good on such big cars. LD: My club is vehemently opposed to the proposal. IS was supposed to be a place for people with mildly altered street-intended car to play and be competitive. Eliminating this eliminates the new people coming to join and play. SL: Should we put this off for a vote next month? WL: SCNAX is ready. DZ: His impression that most guys could run in STR. MS: What do we gain from deleting IS classes? LC: We gain alignment with National rules. WL: Consolidating SP and IS. We should not protect drivers from faster cars. MS: The drivers are our customers, so we should listen to what they want. SL: Vote to table passed. LC: ST and IS may be redundant of one another. Nobody has maintained our rulebook against the fluidly changing National rulebook.

2/6/2012

National Tour

2/6/2012

SL: can not do duties as chair/co-chair. BP says he will haul trailer. Jeff Kiesel will do course. WL: Will do Test and Tune. SL: Needs to know who to send electronic files/contract to because he will take on the responsibilities this year. LB: Will do tech. WL: Without a chair, we can't host a national tour in San Diego. WL: Will be chair and will try to find co-chair

HY

Connor B. (#120)

HY: Brings up the fact that Connor has failed to work during multiple events after running SL. He is banned for the year

Left up to event chair

MEETING ADJOURNED

9:15 PM - Next meeting is March 5th, 2012 at C2 Motorsports

ATTACHMENTS

BP counterpoint to dissolution of IS classes, Treasurer's Report accounting for Banquet, Wells Fargo Checking Account

These meeting minutes are assumed to be an accurate account of the discussed items from the meeting unless otherwise notified.

Hank Yamfang
2012 SOLO Committee Secretary

Treasurer's Report

6-Feb-12

21,109.31 Current Checkbook Balance
-4,400.00 2944 - Jan 28/29 lot fees
2945 - Bahia amount tbd
-2,436.71 2946 - Jackets
-484.82 2947 - raffle prizes
-2,365.00 2948 - Jan 28/29 sanction and ins
905.00 Raffle Entries

12,327.78 Net balance as of 2/6/12

Basic Business Checking®

Account number: 770019818 ■ December 29, 2011 - January 27, 2012 ■ Page 1 of 3



SPORTS CAR CLUB OF AMERICA
SAN DIEGO REGION
SOLO II COMMITTEE
726 AVOCADO PL
DEL MAR CA 92014-3943

Questions?

Available by phone 24 hours a day, 7 days a week:

1-800-CALL-WELLS (1-800-225-5935)

TTY: 1-800-877-4833

En español: 1-877-337-7454

Online: wellsfargo.com/biz

Write: Wells Fargo Bank, N.A. (114)

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Online Statements

Business Bill Pay

Business Spending Report

Overdraft Protection

Activity summary

Beginning balance on 12/29	\$22,862.50
Deposits/Credits	1,545.00
Withdrawals/Debits	- 3,298.19
Ending balance on 1/27	\$21,109.31
Average ledger balance this period	\$21,778.65

Account number: 770019818

**SPORTS CAR CLUB OF AMERICA
SAN DIEGO REGION
SOLO II COMMITTEE**

California account terms and conditions apply

For Direct Deposit and Automatic Payments use

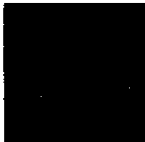
Routing Number (RTN): 121042882

For Wire Transfers use

Routing Number (RTN): 121000248

Overdraft Protection

This account is not currently covered by Overdraft Protection. If you would like more information regarding Overdraft Protection and eligibility requirements please call the number listed at the top of your statement or visit your Wells Fargo branch.



Transaction history

Date	Check Number	Description	Deposits/ Credits	Withdrawals/ Debits	Ending daily balance
1/6	2940	Check		8.80	22,853.70
1/10	2942	Check		1,015.81	21,837.89
1/11		Deposit	1,300.00		
1/11		Deposit	50.00		
1/11	2941	Check		1,000.00	22,187.89
1/12	2943	Check		1,273.58	20,914.31
1/26		Deposit	195.00		21,109.31
Ending balance on 1/27					21,109.31
Totals			\$1,545.00	\$3,298.19	

The Ending Daily Balance does not reflect any pending withdrawals or holds on deposited funds that may have been outstanding on your account when your transactions posted. If you had insufficient available funds when a transaction posted, fees may have been assessed.

Summary of checks written (checks listed are also displayed in the preceding Transaction history)

Number	Date	Amount	Number	Date	Amount	Number	Date	Amount
2940	1/6	8.80	2942	1/10	1,015.81	2943	1/12	1,273.58
2941	1/11	1,000.00						

Account transaction fees summary

Service charge description	Units used	Units included	Excess units	Service charge per excess units (\$)	Total service charge (\$)
Paid and Deposited Items	89	150	0	0.30	0.00
Total service charges					\$0.00

 **IMPORTANT ACCOUNT INFORMATION**

Effective April 16, 2012, the daily maximum number of Overdraft Item (OD) and/or Returned Items (Non-Sufficient Funds/NSF) fees that can be charged on any business day will increase from 4 to 8 per day. OD and NSF fee pricing remains unchanged.

If you have questions, please contact your local banker or call the phone number listed at the top of your statement.

For customers with Wells Fargo debit, check or ATM cards issued in IN, MN, OH and SD: Starting February 1, 2012, you can begin to use your card to make purchases where you enter your Personal Identification Number (PIN) to authorize your purchase. Refer to the applicable account agreement for more information, or contact the customer service number on your statement.

Re: IS classes

From: **Bob Plante, MBA** (b_plante_usa@yahoo.com)

Sent: Sun 2/05/12 1:53 PM

To: Bob Plante (b_plante@hotmail.com)

Hi Rick,

I'd appreciate if you would present to the board, my response/comments to the proposal to kill off the local IS class.

As best I can gather the class was created to give members a place to run mostly stock cars, with a few specified modifications (that tend to correct problems with stock cars) and not have to go to the expense & trouble of developing a full Street Prepared car.

The IS class is currently well populated with club members & other SCCA members that are not in clubs. 10 IS entries at the first event and 15 SP entries.

Killing the class basically forces all IS cars to transition into the more expensive SP class.

A fully developed SP car is a trailer car, my C5Z would require about \$15,000 in parts plus labor to be competitive and would not be able to be put back to stock to ever be sold as a street legal car.

Whether or not there are "fully developed" SP cars running is a specious argument (superficially plausible, but actually wrong). All it takes is one fully developed SP car to show up and all drivers in the class have to spend the time/money/and gut their cars to be able to compete.

Most of the other IS cars are in similar circumstances.

The **first problem** I have with the proposal is notification. At the first event this year I spoke with two SCCA members who are not SD club members and neither one had any prior notice that their class was proposed to be eliminated. Both had spent time and money to select and prepare their cars for IS.

Attendance may suffer if these un-notified SCCA members show up after their class has been eliminated and are forced into other classes.

The **second problem** I have is that this sport is expensive enough to begin with, without having the region force drivers into more expensive classes for what I see as no good reason.

The **third problem** is that under the supplementary regulations 5.0 thru 5.7 (this from the 2011 supplementary regulations) Seven local classes are listed. **Why is IS being singled out for elimination?**

If the "holy grail" goal is to be in alignment with national classes, shouldn't ALL local classes be eliminated instead of targeting one local class?

The **forth problem** is with the data used in the original proposal. I checked the final annual results which are available to everyone online, and found:

2008 13 IS cars, 27 SP cars
2009 14 IS cars, 19 SP cars
2010 13 IS cars, 19 SP cars
2011 15 IS cars, 20 SP cars

not every car runs every event, as we all know, but this looks to me like two well subscribed, healthy classes.

Those are my thoughts, and I thank the board for their consideration. There may be unintended consequences to killing off a local class without more careful consideration.

Sincerely,

Bob Plante #47

Original proposal I got from my club rep.

Proposal*

Proposal to remove the IS classes as legal classes in our Region.

The IS classes are duplicates of the SCCA SP classes, with slightly less modification allowances. This would be understandable if both classes filled.

But;

Nobody has qualified ASP since 2008

Nobody has qualified BSP since 2009

Nobody has qualified CSP since 2008

Nobody has qualified IS3 since 2006

What this means is that those running the IS classes can move directly to the SP classes without encountering fully prepared SP cars, or even encountering any SP cars at all. Since part of the original intent of creating the IS classes was to avoid that, the IS classes are now obsolete.

IS1 allows ASP, BSP, ESP to run together. However, there are only ASP legal cars now running in IS1, as no BSP or ESP cars have qualified in IS1 for years. Those now running IS1 could easily move to ASP and not encounter present competition.

IS2 is CSP legal cars only. Since nobody has run CSP regularly since 2008 they could move without encountering opposition in CSP.

Nobody even runs IS3 anymore. It is an empty duplicate class.

The conclusion is that removing IS classes would have no impact on our region. There would be no competitive imbalance created. Those presently running IS could move as units into empty SP classes.

ST = STC, STF, SSP,
F125 = KM_{oo}

KIDS = JA, JB, JC

Proposal

Proposal to remove the ~~SK~~^{IS} classes as legal classes in our Region.

The SK classes are duplicates of the SCCA SP classes, with slightly less modification allowances. This would be understandable if both classes filled. But;

Nobody has qualified ASP since 2008

Nobody has qualified BSP since 2009

Nobody has qualified CSP since 2008

Nobody has qualified ~~SK3~~^{IS} since 2006

What this means is that those running the ~~SK~~^{IS} classes can move directly to the SP classes without encountering fully prepared SP cars, or even encountering any SP cars at all. Since part of the original intent of creating the SK classes was to avoid that, the ~~SK~~^{IS} classes are now obsolete.

~~SK1~~^{IS} allows ASP, BSP, ESP to run together. However, there are only ASP cars now running in ~~SK1~~^{IS}, as no BSP or ESP cars have qualified in SK1 for years. Those now running ~~SK1~~^{IS} could easily move to ASP.

~~SK2~~^{IS} is CSP legal cars only. Since nobody has run CSP regularly since 2008 they could also move.

Nobody even runs ~~SK3~~^{IS} anymore. It is a empty duplicate class.

The conclusion is that removing ~~SK~~^{IS} classes would have no impact on our region. There would be no competitive imbalance created.