

2020 Season – 2nd Board Meeting Minutes

Buddyz - McHenry – December 3rd 2019 7pm

Persons in attendance: Mike Neau, Nick Sheridan, John Kirk, Donn Kiedrowski, Larry Neau, Steve Sinclair, Dakota Tennyson, Kim Tennyson

1. Banquet Checks

Mike delivered \$1300 of checks to “IRA” for the banquet hall payment, Kim provided Mike with the 13 point fund checks for the \$3,000 prize fund as well as the \$1300 check to pay for the banquet

2. ILS needs a new website going to recognize new name and align with other IRA divisions

Discussed MyRacePass – Steve feels Wilmot *needs* to convert ASAP, however facilities do not have the necessary internet connections to do so. That being said, there is nothing stopping ILS to convert independent of Wilmot. There is a monthly fee current IRA/WL groups are paying to host the websites currently being paid for out of membership fees. Steve to meet with MRP team during meeting in Reno 12/5/19 to see if we can be added to the Wingless page with our own tab and what costs may be required to do so. If/when we switch to MRP, we would then also adopt the IRA point scheme for parity between all 3 series and it was suggested we align points/rules/procedures regardless of converting to MRP. 12-9-19 update from Steve – We are all systems go for both Wilmot and ILS to convert to MRP for 2020. More details after PRI. It was also discovered that Mick Schroeder has been personally footing the bill for our current website for the last few years. Will need to figure out how to link “wimsracing.com to new website and at what cost that would be

3. Safety Rules

There have been several discussions about mandatory use of Head and Neck restraints. IRA has been mandatory for a couple seasons while wingless is going mandatory in 2020. We have previously planned to move the ILS to mandatory starting in 2019 but suspended that pending pushback. Steve/Insurance is not currently forcing our club to a mandatory rule so we will not mandate this in 2020 but will be HIGHLY RECOMMENDED. At some point this no doubt will become mandatory so we should plan accordingly, set a future date and follow through. The discussion of full containment seats also came up and it was felt that these are even more critical than restraints. We should figure out how many drivers do not have them and discuss making them mandatory as well. We also talked about mud covers and potential being mandated to align with the minimum of 5 dzus locations or 3 bolts to align with the other series, but again we are not being forced to convert, but we should be aware of the possibility in the future. We also confirmed that the SA2010 helmets will still be allowed for 2020 as the SA2020's won't be available for purchase until October 2020.

4. Tech Issues

There was discussion around the ability to test fuel at the track and sent to a lab. Mike will sync with Kevin Spease on details – IRA currently only tests methanol, need a way to test gas/E85. Mike to reach out to Jerry from BD for how he handles fuel tech on legends. There was also discussion about tire testing. Durometer readings can be done at track but samples can also be sent to a lab. There is one lap in the country that tests tires. It is \$20 plus shipping for each sample to be tested. Mike to see if we can get more info on this as well. It was also brought up at our previous board meeting of a possible appeal process to a protest ruling. It was agreed that the decision of the board is final – if it's a “gray area” rule violation, it is up to the board members to interpret the rule and make the final decision; there will be no appeals process.

5. **General Rules/Procedures**

It was decided to align as many general rules and procedures with the IRA/Wingless series when applicable. If we are all going to be considered "IRA" we need to have parity as much as possible. The scorers even requested this to help with procedural issues throughout the night as they didn't know how to handle certain situations last year because they didn't know if they followed IRA procedures or not. ILS will still be responsible for "car specific" rules. Mike to update rulebook accordingly.

6. **Discussion about qual groups, heats, b-main, feature lineups, and heat race/feature inverts**

It was discussed how to make qualifying more fair for all cars, specifically defining the number of cars per group that can be agreed upon by everyone. Emphasis was made that with this new lineup procedure, qualifying is extremely important and it would be beneficial to have fewer cars in a qual group than in a heat race. Organizing groups by points was **not** well entertained as it did not work well when tried with other classes. It was decided that we keep things the same for 2020 and that we will have a max of 9 cars/ group i.e. 2 groups for 11-18 cars, 3 groups for 19-27 cars, and 4 groups for 28+ cars. Heat races then would have a max of 10 cars – so 3 heats for 21-30 cars and 4 heats for 31+. Note: WoO will have the final say over our hot lap/qual/heat races for those races. We could still have the option to switch to pill draw for heat lineups and passing points for feature lineup if we feel the qualifying may not be fair. And just in case this ever would happen – single B-main for 25-36 cars, twin B's for 37+. It was further discussed how the current lineup/redraw scheme doesn't work well for 2 heat nights – as the heats have almost no impact on the redraw cars. Was proposed to switch the heat lineups from an invert of 4 cars to an invert of 6 cars. This could solve the heat race problem, but poses a few other potential issues – if we were to have less than 13 cars for an event, this would put the slowest cars on the front row of a heat and this would deviate from the other 2 IRA divisions. I don't think we ever came to a consensus about what to do here – most likely we would just keep things the same. Feature pills were also discussed and we were told that we can control/adjust the # of cars needed before the "5" pill gets added to the re-draw bag and we can also put different quantities of pills in the bag i.e. one "2" pill, three "3" pills, three "4" pills, one "5 pill".

7. **Discussed the issue we had @ BD last few years with the order of events.** Mike Hess with the outlaws in charge of this – potentially we could reach out to him and/or Larry Hillerud to see if anything can be done to tweak this well in advance of the event.

8. **Discussed the possibility of changing to a double file restart for 2020** – could be Delaware double file with leader alone or full double file like outlaws. This was ok as long as rules were clearly established like if Delaware is chosen, does the 2nd place car get choice of top or bottom? Do the "odds" and "evens" follow the 2nd row (outlaw style) or does only the second row have opportunity to choose top or bottom (Nascar style). Same would apply to a true doublefile restart as opposed to Delaware (WoO). Need to also make a rule like outlaws have where we will have 1 attempt at double file otherwise it will be single file until a lap is completed. 2 or less laps left in heat will go single file, 3 or less in feature will go single file. Need to take this to the members for a vote.

9. **Talked about schedule for 2020** – Mike and Steve already briefly spoke prior to this meeting. He's on board with us cutting back a little bit to have at least 1 night off a month. That would put us at 15-17 races for next year. Mike already reached out to Sycamore and BD. BD WoO show confirmed already w/ Carolyn. Mike to Work with Steve late Dec/early Jan to work out as much as possible of 2020 schedule.

10. **Discussed an alternate payout on travel shows to give more start money** (at expense of the top finishers) - Mike worked out a possible distribution with goal of \$100/start min. IRA was ok in theory but this would end of penalizing the drivers in top 5 that were there all the time

11. **Suggested additional practice days during the season** (midweek) – this would mirror Gravity Park and 141. Steve said there is a lot of behind the scenes to be done to pull this off – most likely those other tracks don't have an ambulance on site and have ability to draw larger crowds due to the bar/restaurant being open mid-week as well. Thought it was a good idea and is a possibility for May/June though but probably not later in the season.
12. **Clarified some lineup/scoring discrepancies from the 2019 season** – Since we never had a B-main all year, the feature line-up procedure was slightly modified and didn't follow the IRA rulebook exactly. On non-b-main nights, the 11th and 12th starters are the fastest 2 cars that did not make the 10 car feature redraw from the heats. This is typically how the front row of the b-main would be lined up but was applied to the feature since no b-main was run. Also talked about the "lucky dog" and how lapped cars and scoring works. Scoring didn't know how to handle situations for us all the time because it wasn't covered in our rules. Going forward everyone will be on same page as we will conform to IRA procedures
13. **Clarified the payout for a 24 car starting field** – 20-24 would also receive \$75
14. **Discussed the minor differences in the IRA point scheme versus what we do today.** Main differences besides the distribution is they only award heat points to cars that transfer to the A-main. Cars that run the B get b-main points (including the cars that transfer from the B to the A). Also, cars will be rewarded one bonus point for every car passed in the heat and the A based upon the lineup of the initial green flag attempt. If you elect to tag the tale or are late to staging/track, you are not eligible for passing points for that race. Show up points are awarded to all teams that signed into an even if the night is cancelled after pill draw closes regardless if the night is considered complete or not. Lastly – a DQ does not move people up in points/position. Points/position/pay are as finished. The DQ pay is forfeited to the points fund
15. **Discussed idea about having twin features (2 15 laps or 15/20) instead of running heats** – IRA ok with idea – would need to know a week ahead of time to prepare in tower. Would need to predetermine how lineups/payouts/points would work. Could be a "special night" format – not something we'd do regularly. Would need input from club on this
16. **Next steps** – Mike to update rulebook to pull in as much IRA stuff as possible and make the formatting look as close as the 410 and wingless books as possible. We will then meet (Mike/Steve/Kim) to finalize any open issues with rules
17. **Biggest to do's** will be the double-file restart club vote and getting website figured out. Mike will update our points sheet to reflect the IRA scheme so we can still do points by hand as a double check.