

INTERNATIONAL CONFERENCE OF SPORTS CAR CLUBS

701 N. 43rd Avenue

Yakima, WA. 98908

November 12, 1983

MINUTES OF THE 1983 FALL MEETING OF THE EXECUTIVE BOARD

The Executive Board was called to order by the President Bill Root at 10:00 A.M. in the First Cabin Room of the Bellevue Holiday Inn, Bellevue, Washington.

Those present were:

EXECUTIVE BOARD REPRESENTATIVES:

Tom Busic.....Cascade Sports Car Club
Larry Carroll.....International Race Drivers Club
Paul Whitworth.....Victoria Motor Sports Club
Jim Sloane.....Northwest Motorsports Club
Pete Jadot.....Sports Car Club of British Columbia

ALTERNATE EXECUTIVE BOARD REPRESENTATIVES:

Tom Nelson.....Cascade Sports Car Club
Bob Grey.....International Race Drivers Club, President
Bill Thow.....Victoria Motor Sports Club, President
Mel Nordhagen.....Northwest Motorsports Club, President

OFFICERS:

Bill Root.....President
Bob Randall.....Vice President
Jill Root.....Secretary
Jessica Camp.....Treasurer
Doug Moe.....Advisor
Ron Householder.....Advisor
Mary Ann Hutton.....Planning Advisor
Ken Canon.....Legal Advisor
Ed Howell.....Race Steward
Jock Vargo.....Asst. Race Steward
Jon Landes.....License Director
Jackie Landes.....License Registrar
Doug Taylor.....Memo Editor
Roger Salomon.....Race Official Division Officer
Grace Lassen.....Asst. Race Official Division Officer
David Gural.....Points Keeper
Hilda Randall.....Charge d'Affaires

GUESTS: Gail Nelson, CSCC; Linda Busic, CSCC; Jack Hawks, President
Vintage Car Club; Kate Guykema, IRDC; Bob Palmer, Puget Sound
Alfa Romeo Owners Association.

Introduction of the 1983 Executive Board Representatives, Alternate Executive Board Representatives, Officers and Guests was made by President Bill Root. Credentials of Representatives were verified.

Minutes of the 1983 Spring Meeting were read by Secretary Jill Root. CSCC moved the minutes be corrected as follows: "At the Spring Meeting, double race weekends were a much discussed topic. NWMS and VMSC requested two double race weekends jointly for the 1983 race season. It was decided at that time after the first double race (May 28/29), the Executive Board would meet to discuss the second double race (Sept. 3/4). The Board, with Officers input, discussed as to whether these races sponsored jointly by NWMS and VMSC at Deer Park are efficient both financially and logistically for the two clubs involved." IRDC seconded the motion. Motion passed unanimously.

The minutes were approved as amended.

NWMS moved the reading of the By-Laws be dispensed with. CSCC seconded the motion. Motion passed unanimously.

Jessica Camp, Treasurer, presented the financial report. Conference projected income will be \$42,765.28 including last years carry over and NWMS paying their \$1,000.00 debt plus interest. Expences are projected to be \$41,034.87, leaving about \$1,730.41 in checking at year end. The Money Market Certificates have grown over \$3,000.00 in the past two years due to interest and are worth over \$18,000.00. Exact figures will be presented at the Spring Meeting. CSCC moved the Treasurers report be accepted with the Boards thanks for a job well done. NWMS seconded the motion. Motion passed unanimously.

President Bill Root appointed an Audit Committee to meet and audit the ICSCC books at the Spring Meeting. The Audit Committee will be Larry Carroll, Linda Busic, and Hilda Randall.

The President personally thanked Jessica Camp for her support and assistance to Headquarters during the past two years.

President Bill Root presented his year end report to the Board. The race entries were 1,414, down 11.1% for 1982. There has been a decline for 3 consecutive years. There were 347 licensed drivers, 117 being novices.

In 1983 ICSCC experienced our first race track fatality.

Two new Affiliate Clubs joined - The Pacific Coast Alfa Romeo Owners Club and The Calgary Sports Car Club. The Palouse Auto Club has petitioned for Affiliate status.

Conference has continued the goals of closer co-operation with SCCA and CASC. This effort appears to be paying off.

President Root complimented the Officers for an excellent effort this last year.

Conference has had a very successful competitive 1983 season. The competition was keen, the novice drivers developed well, and Conference was able to operate within our budget not using any of the interest from our Money Market Certificates. He thanked each and every member of the Board and all of the Officers for the excellent help and support over the past two years.

Vice President Bob Randall submitted and read his report. Bob stressed the importance of pulling together to continue strength within the Member Club status of Conference. There are no outstanding 29 B's. The Board accepted Bob's report with their thanks and appreciation.

President Bill Root thanked Claudine Householder for the statistical summary of driver participation by classification and by track. This report proves to be of great help to everyone.

License Director Jon Landes presented his report. Voicing concern for the budget for the License Director/Registrar. He feels a revision of fee and travel allowance is necessary. Jon reported 347 licenses issued in 1983, 141 involved in the novice program - 41% of total licenses issued. The Board commended Jon and Jackie on an excellent job.

CSCC asked the License Director to report on the Mini-Driver Training sessions the Board approved for 1983. The License Director reported there were less than 10 drivers participating, all the criteria specified was followed and he recommended ICSCC continue to offer this training. The question of insurance was brought up and Ken Canon, Legal Advisor, strongly recommended Land Speed Insurance be contacted regarding liability and the cost of insuring this non-speed type event be quoted remaining in line with driver training requirements. Bill Root will report to the Board on the insurance questions at the Spring Meeting.

Memo Editor Doug Taylor presented his report with the following suggestions and requests for 1984: 1. Race announcements and entry forms be mailed bi-annually for purpose of financial savings and to avoid late race announcements from the race organizers. 2. If first recommendation is not agreed upon, the penalty for late race announcements be stiff fine. 3. Request a postage meter. 4. Request a computer. 5. Realistic subscription fee for non-drivers would be \$11.50/yr. 6. Print Contest Board Proposed Rule Changes in memo in advance of Fall Meeting to facilitate every driver having the information well in advance of their own club meeting.

CSCC asked the Board to make a policy statement that the Memo be schedule be adhered to by the letter. CSCC stated the loss of revenue to the clubs from late entry fees was due to the memos being late and felt the Memo Editor has the responsibility to get the memos out on time.

Points Keeper David Gural reported a problem in receiving results on time, thus resulting in his being late getting the information to the Memo Editor on one occasion. There were fewer errors in the results this year, however, results were not in a consistent form. Suggest the form ICSCC requires be submitted from clubs be printed in the first memo, and a copy of same mailed to the clubs at the beginning of the race season. Also recommended points be printed three times a year at equal intervals during the race season in the Memo.

The Board recommended the Memo publish procedures for correcting race results very early in the year.

Noise Control Officer Gay Vargo's report was read. Gay stated the Oregon DEQ visited ICSCC at a race at PIR. Without exception the readings were the same. The Oregon DEQ complimented ICSCC on our organization and efficiency.

The Board discussed the difference in noise levels from track to track. The Board thanked Gay for the time and effort she put into effectively conforming Conference noise levels into line with DEQ requirements.

President Bill Root reported our Medical Director, Dr. Arnold Emery, had been relied upon more in 1983 than in past, and had been of great help to Conference.

President Bill Root reported Craig McGlinn, Public Relations Officer, had come on board late in the Spring, but had been successful in getting our race schedule published in Autoweek, an ad published in the Trans-Am program for Conference, to name only a couple things. Craig attacked this job with great enthusiasm, and was sorely missed when he moved to New Jersey.

Driver Support, Larry Carroll, reporting for all four members of this office, reported they were able to contact successfully enough donations for every Class Winner of the 1983 Race Season to receive a gift. This job is becoming increasingly difficult due to the economy. The Board commended Larry, Bob, Kevin and Win for working so hard for the Conference Drivers.

Charge d'Affaires Officer, Hilda Randall, reported she had assisted the Licensing of Canadian drivers, supplied the novice dayglo stickers and Headquarters in various ways. The Board thanked Hilda for her continued assistance and support.

Race Steward Ed Howell reported the success of race operations during 1983. Ed expressed great concern regarding Conference's disregard of the 1982 Drivers Survey which asked for fewer races in the race schedule. Instead, Conference added races in 1983. Ed requested the method by which proposed rule changes be submitted: Revise Policy and Procedures Manual to prohibit individual rule changes. Require 33% or 50% of the Club's drivers to favor a proposal before it is submitted. This would go a long way towards doing away with some of the far-fetched proposed rule changes. The Board asked Ed Howell and Jock Vargo research and write an effective proposal to change the Policy and Procedure Manual regarding this and submit it at the Spring Meeting.

The Assistant Race Steward Jock Vargo presented his report. Jock strongly recommends the Assistant Race Steward position be a grooming for the Race Steward position and be the successor to the Race Steward when possible.

The Board agreed.

At 12:45 P.M. the meeting adjourned for lunch.

2:07 P.M. the meeting reconvened.

President Bill Root read a letter from The Palouse Auto Club requesting Affiliation. VMSC moved The Palouse Auto Club be accepted provisionally (until they submit the required information conforming to ICSCC By-Laws, Page 4) to Conference Headquarters. CSCC seconded the motion. Motion passed unanimously.

The Vintage Car Club has voiced an interest in racing with Conference, specifically in conjunction with Conference as an exhibition race group. IRDC stated Conferences' stand in the past was that of whether there was enough track time to accommodate such a group. Perhaps with entries down now is the time to try adding Vintage racing. Safety requirements are a concern. The President stated he had checked with our insurance company and they said they did not foresee any problems providing some minimal standards are met. Jack Hawks, President Vintage Car Club, read their current rules and regulations. Jack also said the vintage cars would require only a 15 minute practice and a 15 minute race and perhaps only 2 or 3 races a year.

VMSC moved ICSCC accept Vintage car racing as a group to perform in 1984 at some Conference events. SCCBC seconded the motion. YES: NWMS, VMSC, SCCBC, IRDC
NO: CSCC Motions passed

Race Officials Division Officers Roger Salomon and Grace Lassen reported on the requests from the R.O.D. meeting. 1. "Yellow Flag" infractions be reported to a designated R.O.D. Representative at each race with the Race Stewards action. 2. Drivers give some consideration to making flat tow and lift points accessible on their cars in order to minimize possible damage to cars and avoid delays in race schedule. 3. Recommend that each track schedule a 45 lunch break when making the race schedule, barring emergencies, this may avoid a potential "lunch strike during a race weekend".

CSCC moved the following Competition Rule change:

Competition Rule Page 52. C. Yellow Flag

- (2). Waved. Extreme Danger slow down be prepared to stop.

No passing from the flag until past the incident or until after the next station not displaying a yellow flag.

NWMS seconded the motion. Motion passed unanimously.

Of those Contest Board Representatives attending the Contest Board meeting, which was adjourned, none objected to the words "slow down" being added to the Competition Rules in 1984.

VMSC moved the Board accept the R.O.D. report with their proposed rule change. IRDC seconded the motion. Motion passed unanimously.

The Board thanked Roger and Grace for their continued support of Conference.

CSCC asked for a response from VMSC regarding their plans for sponsoring a race in 1984. VMSC has gone 2 years without any positive answers and CSCC was simply pointing out a potential problem and is asking for clarification. Also, CSCC voiced their concern of two smaller Member Clubs voting together, needing only one other Member Club vote for a majority.

VMSC responded by saying they had no immediate answer for the Board, but are looking for a location to race, either on or off Vancouver Island.

CSCC moved VMSC's "Member Club" status be suspended and placed in an "Advisory" status until they meet all requirements of Member Club. SCCBC seconded the motion. YES: CSCC, SCCBC NO: IRDC, VMSC, NWMS Motion failed.

IRDC requested the conditions of Member Club status be reviewed by a sub-committee and report to the Executive Board Sunday, November 13. Doug Moe, Bob Randall and Tom Nelson agreed to be on the sub-committee.

Co-sanctioned ICSCC/SCCA and CASC events was discussed. The negotiations for such events are coming close to reality in 1984. IRDC has been working with SCCA.

NWMS moved ICSCC expend all energies to continue improved relations with SCCA and pursue a co-sponsored non-championship event at Olympia International Airport in 1984. IRDC seconded the motion. Motion passed unanimously.

SCCBC moved all Conference races at Westwood be co-sanctioned with CASC BC Region in 1984. NWMS seconded the motion. It was with the understanding ICSCC Competition Regulations, scoring, insurance procedures be met and the ICSCC Race Steward would be final authority. NWMS seconded the motion. Motion passed unanimously.

Mr. Jadot will be attending a CASC meeting and shall inform them of our decision and will report back to the Executive Board at the Spring Meeting.

Larry Carroll and Jon Landes agreed to review the possibility of data processing equipment for ICSCC to be submitted at the Spring Meeting.

CSCC moved the Policy and Procedures Manual, Page 23, Item 18 "Race Sponsoring Club, etc." be changed to read Item 19. And add new "Item 20 If pace car is provided, that it be driven by a current Senior ICSCC driver." NWMS seconded the motion. YES: CSCC, VMSC, IRDC NO: NWMS, SCCBC Motion passed.

CSCC moved the Competition Regulations Page 8, Section 3, Item 305 subsection (C), sub-item 3 - New Item 3: A driver is to work one complete race day under supervision. NWMS seconded the motion. YES: CSCC, IRD, SCCBC NO: VMSC, NWMS Motion passed.

CSCC moved the Policy and Procedures Manual Page 24, F. 2. be changed to read: "A complete list of the on-course instructors, all of whom must possess current etc.". IRDC seconded the motion. Motion passed unanimously as amended.

President Bill Root requested #3 O/W be retired indefinitely, NWMS so moved. SCCBC seconded the motion. CSCC amended the motion to read retire for a 3 year period. IRDC seconded the amendment. The motion passed unanimously as amended.

President Bill Root proposed the Driver of the Year trophy be named "The Steve Phillips Driver of the Year" trophy. IRDC so moved. VMSC seconded the motion. Motion passed unanimously.

The Board asked President Root to notify Tire Headquarters in Portland who donated the original trophy. President Root has done so.

The room was cleared of all people with the exception of the Executive Board Representatives, Bill Root, Bob Randall, and Jill Root for the purpose of electing the 1984 President. President Bill Root called for nominations for President. IRDC nominated Bob Grey. SCCBC nominated Bill Root. Bill respectfully declined the nominations, nominations were closed. The Board interviewed Bob Grey and unanimously elected him President for 1984.

The meeting was adjourned at 5:50 PM until 9:00 AM Sunday, November 13.

The meeting of the ICSCC Executive Board reconvened at 9:35 A.M. Sunday, November 13, 1984.

Those in attendance were:

EXECUTIVE BOARD REPRESENTATIVES:

Tom Basic.....Cascade Sports Car Club
Larry Carroll.....International Race Drivers Club
Paul Whitworth.....Victoria Motor Sports Club
Pete Jadot.....Sports Car Club of British Columbia
Doug Taylor.....Northwest Motorsports Club

ALTERNATE EXECUTIVE BOARD REPRESENTATIVES:

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Mel Nordhagen.....Northwest Motorsports Club, President

OFFICERS:

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Jill Root.....Secretary
Doug Moe.....Advisor
Ron Householder.....Advisor
Ed Howell.....Race Steward
Jock Vargo.....Asst. Race Steward
Jon Landes.....License Director
Roger Salomon.....Race Officials Division Officer
Hilda Randall.....Charge d'Affaires

GUESTS: Gail Nelson, CSCC; Cheryl Kinnaman, Neil Kinnaman, CSCC;
Kate Guykema, IRDC; Debbie Howell, IRDC; Claudine Householder,
CSCC; Linda Basic, CSCC.

The meeting continued with the Race Stewards report of the Contest Board Meeting. Item 82 of the Contest Board Proposal regarding "Spec Tires" having passed will require ICSCC to purchase a durometer. There was considerable discussion about "Spec Tires" for Club Ford racing. Whether durometer readings should be taken on pre-grid or at race completion, whether various manufacturers tires would qualify, the effect of tire softening compounds, etc. No changes were made to the Contest Board position.

Two items on the Contest Board Agenda were Executive Board Items.
Item 12. 401 A (6) Add to end of sentence..."or Noise Control Officer."
IRDC moved to approve the addition. CSCC seconded the motion. Motion passed unanimously.

Item 21. 703 D - The Contest Board failed this proposed rule change
NWMS moved to accept their recommendation. CSCC seconded the motion,
The motion passed unanimously.

Item 70 of the Contest Board Agenda CSCC moved be corrected to read GT Classification instead of improved production. IRDC seconded the motion. Motion passed unanimously.

CSCC moved to accept the Race Stewards report of the Contest Board Meeting. IRDC seconded the motion. Motion passed unanimously.

The committee on 'Member Club' eligibility and the conditions by which they remain as such reported to the Board. The Committee voiced it's concern that VMSC may not meet criteria; however, according to the By-Laws, Page 3, Section 8 b. VMSC cannot be removed. The Committee recommended VMSC review the requirements, specifically staging a championship race each year.

President Bill Root asked the Board to add to the Policy and Procedure Manual, Page 32 a new section'N. Each Officer will be responsible to maintain ICSCC equipment in good repair and pass on such to his/her successor. Officers are responsible for lost or stolen ICSCC equipment. IRDC so moved. CSCC seconded the motion. Motion passed unanimously.

IRDC moved, based on the 1983 Race Schedule, each Member Club drop 1 race from the 1984 schedule. SCCBC seconded the motion. NWMS stated they will not be able to survive as an ICSCC Member Club with only one race per year. NWMS feels they support a geographically deprived area and are the sole support of the sport in that area. During this lively discussion it was suggested that the Board could recommend all drivers could be required to enter at least one race at each track during the race season to be eligible for Championship. CSCC presented data they had gathered on NWMS race participation.

Spokane Double Races (source of entries)

<u>1981 Single race event</u>		<u>1983 Race 1 & 2 averaged</u>	
NW Oregon	28.21%	NW Oregon	25.85%
SW Oregon	1.69%	SW Oregon	7.55%
W Washington	23.72%	W Washington	17.05%
E Washington	35.59%	E Washington	39.65%
Canada	10.17%	Canada	10.18%

This graphically shows that since double events started NW Oregon, and Oregon W Washington participation has decreased. SW Oregon and E Washington has increased, with Canada remaining the same.

Participation because of double races has regionally decreased west of the mountains and increased in the east. Double races don't help. CSCC also gave following figures for participants in 1981 - 59 entries, 1983 double #1 - 44 entries, and 1983 #2 - 61 entries.

CSCC requested a fact sheet and a proposed race budget be presented to the Board at the Spring meeting. Mel Nordhagen, NWMS President, agreed to provide the Board with same.

President Bill Root asked for co-operation from all Member Clubs and all drop one race date in 1984.

Question was called. YES: IRDC, CSCC, SCCBC NO: NWMS ABSTAIN: VMSC Motion passed.

The 9 Race Schedule for 1984 will be shared as follows:

CSCC - 2 races IRDC - 2 races SCCBC - 3 races NWMS - 1 race VMSC - 1 race

A tentative proposed race schedule was then worked out to be confirmed at the Spring Meeting.

Bob Grey will report on the cost of renting postage meter at the Spring Meeting.

CSCC moved to delete from Section 8 of the By-Laws Sub Section b, Paragraph 2, first sentence. Replace with "The Directors, at any regular meeting, may for good cause shown, terminate the membership of a Member Club. A 75% majority vote of the Conference Representatives present shall be required to suspend or disbar, the Club under consideration shall not have voting power in this action."
SCCBC seconded the motion. YES: IRDC, SCCBC, VMSC, CSCC ABSTAIN: NWMS
Motion passed.

President Bill Root expressed his appreciation to the Board and Officers for their help and co-operation over the past 2 years.

At this point President Bill Root passed the gavel to the new ICSCC President Bob Grey, who announced the Spring Meeting will be held at the Bellevue Holiday Inn, January 14 and 15, 1984.

Mel Nordhagen, NWMS President, again appealed to the Board to consider the plight of NWMS regarding their future racing and asked the Board keep an open mind until the Spring Meeting at which time he will submit the requested report showing the importance of their having more than one race a year at Deer Park.

CSCC made their position clear, but want NWMS to know they are merely trying to answer the Conference drivers appeal regarding the reduced race schedule.

There being no further business the meeting was adjourned at 12:48 P.M.

Respectfully submitted by Jill Root, Secretary.

