

Minutes of the NARRC Committee Meeting held
March 5, 2011 at Pocono Manor, PA

Attending: R. Burckhard, T. Campbell (part), J. Hanifan, T. Hermance (part), W. Huber, C. Morales, C. Mosley, B. O'Connor, D. Panas, D. Patullo, D. Perlman, J. Rigoli, D. Zazlow,

The Secretary acknowledges that these minutes may not be in chronological order.

C. Mosley called the meeting to order.

D. Panas read a Treasurer's Report submitted by **K. Mushnick**, Treasurer. The summary of that report is as follows:

As of 12/31/2009 the balance was \$24,813.69.
As of 12/31/2010 the balance was \$ 18,323.84.
Current balance is \$15,272.02.

The Treasurer recommended that due to the current rate of expenditure of funds, that the elimination of the NARRC race assessment should be extended for one more year, but that should be the last year.

B. O'Connor moved to accept the report. 2nd by **C. Morales**. **Approved** unanimously.

Motion – by B. O'Connor to forgo the assessment for one more year. 2nd by **J. Rigoli**. After discussion regarding the current rate of expenditures, the desire to promote the Series, and the current state of the economy, a vote was taken on the motion. **The motion was defeated** by a 4 to 4 vote. Discussion continued regarding the past assessments and their intended use.

Motion - by B. O'Connor that an assessment of \$1.00 per car be instituted for the 2011 season. 2nd by **J. Hanifan**. **Approved** unanimously.

C. Mosley suggested that a couple banners be bought to promote the Series at NARRC races. He also mentioned that he would be attending most, if not all, NARRC races this year and would take the major responsibility for getting the banners to tracks. His attitude is to talk with drivers and make an attempt to revitalize the Series.

Motion – by J. Hanifan that a maximum expenditure of \$500 be allocated to buy the banners. 2nd by **D. Zazlow**. **Approved** unanimously.

A discussion followed regarding race awards (trophies, flags, caps, etc.) **J. Rigoli** suggested that NARRC trophies be standardized for the Series. **J. Hanifan** pointed out that some races are held in conjunction with other Series (NYSRRC, NERRC, NJRRS, MARRS) and therefore a standardized NARRC trophy wouldn't be appropriate.

A continuing discussion regarding the price of flags and baseball caps followed. **J. Rigoli** agreed to get a price on flags and to get back to the Committee in about two weeks.

C. Mosley raised the question of what criteria is necessary to constitute a start. After considerable discussion of various factors, including the GCR definition and the desire to not penalize a driver who has turned a wheel on the track, which would trigger a "no refund" policy it was suggested that the Committee write its own rules for the purpose of defining a start. Discussion continued regarding starting races where a finishing position or fast lap would determine the starting position for a subsequent race. Would that be considered a start?

It was decided that if a competitor has paid his entry fee and has turned a wheel on the track, that that would be considered a start counting toward the NARRC 50% plus one race requirement for a championship.

Considerable discussion was held regarding the emails received requesting the Committee revise their thinking concerning the 2011 policy of no dropped races being allowed. After again reviewing participation in past years, the Committee agreed that the current policy (no drops) would be followed in 2011.

J. Rigoli explained the position of various Miata drivers regarding the current SSM rules. When SM became a National class and were allowed certain modifications, it was decided to hold the original rules and create the SSM class. Over time, the classes have gotten further and further apart to the point where virtually no one is building SSM cars any more. The rules have added the 1999 car to SM with the idea that that car would be detuned so that the older cars would still be competitive with the '99s. The point has been reached where if you don't run a 1999 car you are not going to be competitive in SM. This has devalued the earlier cars. Whether this is true or not it is the perception of a lot of members.

Rigoli - What we're looking for is a place to run the 1990 – 1997 cars where they can be competitive. At the ARRC for the past couple of years they've run a class called SM2 for those cars. We want to include this class in NARRC to see if it draws additional cars. If it's a viable class it will eventually put SSM out of business.

Motion – by J. Rigoli that NARRC accepts the SM2 class for 2011 as a one year probationary class. It should be looked at in November and a determination made as to whether or not to continue it. 2nd by **J. Hanifan**. **Approved** unanimously. The change will be sent to the NARRC webmaster for posting.

Winners stickers – artwork was sent to Darrell Anthony who says the work is done.

A discussion was held regarding the establishment of a podium location and ceremony at various tracks, particularly Lime Rock. **C. Mosley** reiterated that he would do his best to get the banners discussed earlier to tracks.

New Business

J. Rigoli – I think that we should look at how successful the Series is and whether or not it should continue. Of the numbers of drivers we have, we have to look at how many of them are running the Series or just the race. If we're going to continue it we have to look at why it was set up initially. Is the Series meeting its goals and objectives any more or are we just looking at something that is dead. **C. Mosley** agreed that we should look at the numbers but all the while remembering that NARRC has a long history, and what has diminished the numbers are all the other Series being run in competition. **B. O'Connor** reminded the group that the drastically increased costs at Lime Rock means that we don't run as many races there as we used to, and that has had a decreasing effect on the Series participation. He indicated that we have a well spaced out Series this year, but that we also have to promote it. He suggested a survey be taken at the tracks this year to find out from the drivers what they really want. Something similar to the Nat'l drivers survey that Dave Patten did a year or so ago.

The thought was expressed that the survey should indicate whether a driver is there because it's a NARRC race or just because he/she had the time to race that weekend.

T. Campbell suggested that now would be the time to think about what you want to measure and how you're going to go about doing it so that at the end of the season you can have answers instead of starting to ask the questions then. Plan up front.

J. Rigoli indicated that the rotation of the leadership of the Committee and the responsibility for obtaining the year-end trophies, as well as the banquet, was confusing.

C. Morales explained some of the history of NARRC banquet as well as the sometime interaction with the NESCCA Committee. Reference was made to the March 2010 meeting at which time the rotation for the coming years was outlined. The Secretary agreed to place a note at the end of each set of Minutes to show the Region responsible for the upcoming banquets and the accompanying Chairing of the Committee.

Motion to adjourn by J. Hanifan. 2nd by D. Perlman. Approved unanimously.

Note: The hosting of the NARRC banquet, Chairing of the Committee, procuring trophies, etc. rotates among the four Regions comprising NARRC. The rotation is alphabetical. In 2011 New York Region is host; 2012 is Northern New Jersey; 2013 is Mo-Hud; and 2014 is New England.

Respectfully submitted
Dave Panas, Secretary.

