

# Minutes of Meeting

Meeting Called to Order at 4:21 PM Mountain Time on March 19<sup>th</sup>, 2016, as announced via email, calendar invite, and Facebook to all current club members. The meeting was chaired by:

Don Jackson, President  
Tony Steffensmeier, Vice President

## Rulebook Changes

There are five rulebook changes to be voted on during the meeting – each rule was read and explained in its entirety. The board fielded questions on each rule and provided clarification where appropriate.

Rocky Mountain Dwarf Cars has adopted the WSDCA rulebook in its entirety, leaving Colorado Dwarf Cars as the only club in the state to have a customized rulebook.

## Tires

Tony has placed the tire order with Hoosier, and the tires are expected to be received on Wednesday. He will coordinate delivery with each person that placed an order once they arrive. He and Don Jackson are both offering a special \$5 rate to mount tires, with all proceeds going to the club. Tony is in Black Forest (north of Colorado Springs), and Don is east of Colorado Springs. Tony is also willing to pick up wheels from members, take them to his shop, and mount them remotely for those who don't live anywhere near either Tony or Don.

## Test and Tune Days

El Paso County Raceway is hosting Test and Tune days on April 2<sup>nd</sup> and April 9<sup>th</sup>. Don recommended that we all pit as close together as possible so that we can get "Pit Parties" and organized test runs going without having to sit in staging forever waiting for other people to join us. Jenn Lessig spoke with Joe Bellm and confirmed that pit passes for the Test and Tune days will likely be \$20 for each day.

## Race Day Process

The first race of the season is scheduled for April 23<sup>rd</sup> at El Paso County Raceway, with the race starting at 5pm, and the gates opening around 2pm. Generally, Colorado Dwarf Cars will pit along the south side of the Whitmore Building on the west side of the pit area. Shorter trailers and single cars should pit to the south of that area, while longer trailers should pit as far north as possible as there is more room.

After the track pit meeting, we will have a Dwarf Car Specific Pit meeting, usually at one of the Board Members' trailers. While Pikes Peak Outlaws is welcome to attend, they may choose not to participate.

## **Tech Inspection Results**

Approximately 50% of the cars that attempted technical inspections passed without issues. Those that did not pass were mostly failed for easily remedied items like bumper heights. If you need to get a re-tech done on the remaining failed items, please work with Todd to get this scheduled as soon as possible. For those who could not make tech inspection, please remember that full tech inspections will not be done at the race track as all of the board members are also racers and will be preparing for their races. There is a possibility that another “mini tech day” will be scheduled at a later date if enough people are still outstanding as we near the season opener.

## **Colorado Motorsports Park Update**

We began the offseason discussing our desire to race at CMSP, but only if certain items were addressed – like getting insurance and fixing the fence in turn two and the pit walls. While it would appear that Don Hulse has obtained insurance, there is a question over whether it will cover drivers or only other people in the pits. Don insists that the policy will cover \$10,000 for drivers for damages beyond what their other insurance will cover. He is looking at a possibility to get a \$50,000 rider to add to the policy, but he is having difficulty because, unlike IMCA, he won't have the volume of drivers to keep such a policy affordable.

The concrete for the track wall is being poured this week, and the fence posts have already been made pending installation. More information to come, but for now, the CMSP races remain on the schedule.

## **Discussion on Sportsman and Pro Classes**

At the Pikes Peak Outlaws' last meeting, some of their members brought up the question as to how they will handle separate classes, but their leadership maintained that they did not believe there would be enough drivers to worry about it. Based on current car counts, it would appear that our 22 drivers plus their purported 20+ drivers will likely mean that we will have enough drivers to trigger the split class scenario as Joe Bellm approved.

If PPO will not assist us in classifying members into the right classes, we are going to send our list to Joe Bellm and suggest that we run the races as we see it. We already have Joe's backing to keep the PPO “pros” from downgrading themselves to Sportsman to gain an unfair advantage.

We do need to come up with criteria to determine who is a Sportsman and who is a Pro. The Board requests all ideas and suggestions be sent to [board@coloradodwarfcars.org](mailto:board@coloradodwarfcars.org) so that we can get this in place, as Joe does not want to have an arbitrary decision being made each week.

## **Miscellaneous topics**

Andy Hartmann has a track on his land, and has offered the use of this track for practice. Please call Andy to work out details and get some seat time ahead of the season opener.

Our new website is live at <http://www.coloradodwarfcars.org>. Nick Brennan talked a bit about the site and the benefits it provides. If you have any ideas, feedback, or suggestions, please send them to Nick at [brennan.nick.d@outlook.com](mailto:brennan.nick.d@outlook.com).

### **Votes on Rule Changes from February Meeting:**

Implement a change to the inversion process, as worded:

*With the exception of I25 Speedway, an inversion pill will be pulled between the heat and main event to determine which rows will be inverted for the main. The inversion pills will be pulled by a member of the Board of Directors or 1st place winner in the 1st heat race or any CDC member as delegated by the President or Vice President. Prior to the pill selection the main event will be lined up straight up from the heat race finishes. Winner of heat 1 will have inside pole. Winner of heat 2 will have outside pole. 2nd thru last in heat 1 will line up directly behind heat 1 winner on the inside. 2nd thru last in heat 2 will line up directly behind heat 2 winner on the outside. If there is a B main, the transferring cars will be placed straight up behind the heat race transfers prior to the inversion pill draw. The inversion pills will be 1 through 11.*

Vote Count: 13 in favor, 1 against. The rule passes and shall be reflected in the 2016 Rule Book

Elimination of "show up" or "attendance" points, as worded:

*Points are awarded for heat races and main events only. There will be no points awarded for attendance at an event, even if the race is canceled and there is no racing that evening.*

Vote Count: 13 in favor, 1 against. The rule passes and shall be reflected in the 2016 Rule Book

Limiting Fuel Octane, as worded:

**6. FUEL**

*a. Approved Fuels: Pump gas, aviation fuel, racing gas.*

*b. Illegal Fuels: No nitrous oxide, no alcohol.*

*c. Fuel shall be limited to a total of 95 octane, as mixed from any authorized fuels*

Vote Count: 10 in favor, 4 against. The rule passes and shall be reflected in the 2016 Rule Book

Allowing Bead Lock Tires, as worded:

*a. Steel wheels only, 13" WHEEL ONLY, 7" maximum width. Bead locks are allowed on the rear only, with a steel ring.*

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*e. No wheel weights are allowed*

Vote Count: 12 in favor, 2 against. The rule passes and shall be reflected in the 2016 Rule Book

Allowing trackside gear changes on quick change rear-ends as found in WSDCA rulebook, and as worded:

*c. Quick change rear ends are allowed. Steel tubes with individual axles with bearing type hubs allowed. Gears are not allowed to be changed once your main event starts.*

*ONLY Allowable gears:*

<b>4.11 Ring/Pinion Ratio</b>	<b>3.78 Ring/Pinion Ratio</b>	<b>Original Toyota Rear</b>
4.29	4.31	4.30
4.11	4.08	4.10
3.89	3.97	3.90
3.78	3.78	3.73
3.62	3.63	3.58
3.43	3.40	3.41
3.32	3.33	3.30

Vote Count: 13 in favor, 1 against. The rule passes and shall be reflected in the 2016 Rule Book

## **New Business**

Tony offered to pay for our WSDCA membership, provided the club wants to remain members. An impromptu show of hands revealed that, unanimous of all in attendance, we would like to keep our membership active.

If you have any questions, idea, complaints, or anything else you'd like to be discussed with the board, please send an email to [board@coloradodwarfcars.org](mailto:board@coloradodwarfcars.org) rather than to a single member so that all members can weigh in.

The meeting was adjourned at 6:15pm Mountain Time.