

## Minutes of the Steve Sinclair IRA meeting

April 3, 2019 8:00 PM Jexel's in McHenry

Persons in attendance: Steve Sinclair, Kim Tennyson, Tim Brannam, Mike Malueg, Mick Schroeder,

- 1). First we discussed the revised Feature line-up scheme. Noted that Qualifying is used to determine Feature Line-Ups. Decided that Transfer positions for 2 Heats should be the Top 5 finishing positions, and the Top 4 for 3 Heats. The "5" pill (10 invert) will only be used when there are more than 18 cars. This change was requested by Wilmot to conform with the other classes.
- 2). Now that Qualifying becomes more important, we requested time after our packing/buzz-off to remove mud from our cars before Qualifying. Steve could not guarantee this will happen.
- 3). On nights where we may not be able to Qualify due to time restraints for special events (WOO, etc), Pill draw will determine Heat starting positions. Lowest Pill number will start on the Pole of Heat 1, 2nd lowest on the Pole of Heat 2, etc. Passing points will be used to determine Feature starting position and the Invert will be applied. B-Mains line up will be straight up by passing points. There will be no Qualifying Club Points awarded on these nights.
- 4). It was noted that there were several nights at Wilmot where Heat Line-ups were not posted, but the Pit Announcer called us to Staging. Steve indicated there were talks underway with Wilmot Staff to address this, and other related issues.
- 5). Mick questioned why our group was not included on the IRA main web site, or it's schedule page. Kim explained that the web site content was automatically fed from MyRacePass. Wilmot is scheduled to convert to MyRacePass in 2020. Transponder results are automatically fed to the application that provides immediate visibility to scoring via a phone application. The change for our group will be the differences in the point systems.
- 6). The IRA Lightning Sprints name change was discussed. Steve's main concern was liability to the IRA. Steve had not read our rule book for legal waiver verbiage. He was also not aware of our safety equipment requirements or that a safety inspection was performed at the start of the season. At the very least, our rule book must be modified to include the IRA in the legal sections. Mick will send Steve and Kim a current copy of the rule book. We also need to develop a new logo. Mick will draft a press release announcing the name change for Steve's review and subsequent publishing.
- 7). We have yet to locate a series/major sponsor. Steve may have found a Heat race contingency sponsor, but indicated he was not actively seeking a major sponsor for our group. At this point, Steve views our relationship as strictly administrative, where the IRA is managing our money collections and payouts, and doing Tax reporting.
- 8). The USAC and Powri "opportunities" were briefly discussed, and it appears that in reality, both were not as originally advertised.
- 9). The Hoosier tire contract is based solely on the tires that Steve sells. To help with future negotiations, we need our members to report the number of Hoosier tires purchased elsewhere. A 4 Hoosier tire contract proposal yielded only a small Points Fund increase, and was rejected.

- 10). Steve indicated that the IRA now has drug and alcohol testing capabilities. The results are available the same night.
- 11). Mike reported that there were some nights where there was very little time between our Heat races and the Feature, primarily due to B-Main cancellations. Steve admitted this should not happen.
- 12). The situation on Championship night at Plymouth was discussed. The top Wingless drivers were individually interviewed using a considerable amount of time, while our group only got in 5 Feature laps before the rain. Steve explained that the Plymouth weather people assured him no rain was coming.
- 13). Mike suggested more driver autograph sessions, potentially after our Heat races.