

# **2019 End of Season ILS Membership Meeting Minutes**

## **Fec's Place – November 9<sup>th</sup> 2019**

- **A vote was held to elect a new ILS board. Turnout was over 90% of eligible voters (absentee ballots were cast for those that could not attend). The result of the vote is as follows:**

### **2020 ILS Board of Directors:**

John Kirk  
Mike Neau  
Nick Sheridan  
Donn Kiedrowski  
Ion Stear  
ALTERNATE: Larry Neau

- **The banquets for the club and for Wilmot were discussed briefly.**
  - ILS banquet is 12/7/2019 at 6:30pm at 1175 Sports Park and Eatery in Kansasville, WI and the members were encouraged to get their reservations and money in ASAP. Last day to get your money and reservations in are Friday, November 22<sup>nd</sup> and should be sent to Mick Schroeder
  - Wilmot banquet is 1/4/2020 at 7pm at the Brat Stop – participation was encouraged
- **The 2020 schedule was discussed at a high level**
  - In general, people were happy with the diversity from the past couple years and would like to keep visiting the 5 tracks (Wilmot, BD, 141, Sycamore, Plymouth)
  - Common theme expressed was less races though – would like to have 3 races scheduled per month from May - September to have at the very least one off night per month
  - Most felt that we should keep the Knoxville Nationals Saturday as the off night in August like several seasons' past
  - John to reach out to Larry from SLS to see if he can have any influence on the order of events at BD outlaw show as little to no turn-around time between heats and feature has been provided to us the last 2 years
  - Some concern was expressed for a race scheduled on a Sunday night when Monday is not a holiday and people need to work
  - Double-headers should be eliminated and not tried again
  - The championship night at Plymouth has turned into a crazy night now that the wingless cars are included – see if we can move our Plymouth date to earlier in the year
    - Can we get on a regular show as opposed to an IRA show?
  - There was a request to see if we could co-sanction a race(s) with the new Michigan group "Great Lakes Lightning Sprints"

- **There was discussion around what can be done to attract and retain cars to our club as well as increase the weekly car counts**
  - The proposed lightened schedule above may have a positive outcome on car count with a “less is more” approach
  - Eliminate or modify the “throw-out” - if not eliminated, a suggestion of changing the parameters to only allow drivers to throw out a non-zero night - only a race they attended and signed in for (we are only division that has a throw-out)
  - It was noted that there are over 30 cars in the area that have raced with us before, almost all of them are race ready or could be race ready with very minor work. – some of them are currently for sale.
  - Largest car count for past 2 years were Wilmot Outlaw race (21 cars both years) and Wilmot fair race (20 cars both years) - should eligibility requirements be made on these races? i.e. must have raced (or signed in to race) in certain previous races to be eligible
  - Can we do exhibition races at other tracks in area for additional exposure? – Gravity Park (Chilton) expressed interest in having us come up (Friday night though)
  - Discussed putting together a reference guide for new members as far as maintenance goes to help inform people as to what they should be doing routinely to keep their cars on the track. This could be uploaded to website as well as Facebook. Possibly even expand to include what to look for/stay away from when purchasing new cars in an effort to prevent people from buying something that leads to nothing but problems.
  - Would changing the payout to a more even distribution on travel shows get more cars to attend if they knew they’d be getting more start money?
  - Could we get some special series sponsors to throw up some extra money for certain races to have some higher paying shows to possibly draw in more cars
  
- **Possible 2020 Rule changes – some of these may be out of our hands if the track/insurance requires them. Will know more after we meet with Steve about the 2020 season**
  - Head and Neck restraints – was supposed to become mandatory in 2019 for our club. Was delayed due to rental car owners’ requests. Currently only recommended in other classes. Club informed that these may become mandatory as early as 2020
  - Mud covers – other sprint classes are required to have a minimum of 5 attachment points if using Dzus buttons to attach mud cover or need to convert to bolt kit if wanting to keep the 3 points. There is potential this could be forced on us as well. The foam plug is another cost effective option that many are successfully using.
  - Initial plan was to change the helmet requirement to an SA 2015 minimum for 2020 but since the SA2020 helmets do not get released until October 2020, it was decided to allow the SA 2010’s for one more year so those people can take advantage of a full 10 years on their new helmets.
  - Rule book to be updated to include verbiage specifically saying that a car needs to take a green flag in an event to be scored – if plan is to start and park heat and/or feature as long as your car is on track and rolling when the green comes out, that is considered an attempt – even if that start is called back
  - Work area – Currently at your trailer – unknown if you can use the track’s default work area as well – was proposed with support to eliminate the work area(s) and keep all yellows and reds closed – cars are to stop and remain stopped during red flags. If a car leaves track and goes to pits during a red or yellow, they are done for that race and cannot return

- Qualifying – there has been discussion throughout the year about what can be done to improve the qualifying experience for our drivers. Many times we have been grouped in larger groups than our rule book procedures define, causing congestion on the track. Also, we don't do a great job as a club of spreading out during each session. Track conditions between the 1<sup>st</sup> and last group have significant impact on qualifying times. Lastly, speed differences between some of the cars in the same groups can cause cars to be held up and their qualifying times suffer. 3 potential solutions to fix the issues were proposed below:
    - Adjust the maximum number of cars in a qual session – maybe adjust lap count in each session to reduce total impact on time to qualify all cars – this would need sign-off from track and may not be possible on big shows (WoO, etc)
    - Arrange the qualifying groups by points (this may fix the track conditions and the speed differences but may not address congestion)
    - Eliminate qualifying altogether and just use that session as purely hot laps. Heat lineups will be done by pill draw and features will be lined up by heat race passing points. This would make heat races actually meaningful because with the current line-up scheme and only 2 heat races, heats have little to no impact on the feature lineup, it is all based off qualifying and the pill draw.
  - Rule book to be updated to fully define what an incomplete race is and how are points/payout handled in such occasion
  - ILS may convert to My Race Pass next year – if so our point structure may need to mirror IRA's per the template that we have. This may impact our point scheme for sign-in, qual, heats, and feature. This would most likely also impact our ability to have a throw out night at all – we will get a better idea of what is planned and the impact after meeting with Kim and Steve.
- **Further discussions:**
    - What happens to our website if we do NOT transition to MyRacePass?
      - Domain wimsracing.com is presumed to be currently owned by Kevin Daywalt
      - Need a new domain to signify new club name (ILS)
      - Need to link previous domain to new domain
      - Who will be in charge of these tasks and the weekly updates?
      - We need our Facebook page also changed to reflect ILS, not WIMS