



Southern California Timing Association
Minutes, May 7th, 2021 Board and Club Representatives Meeting

The meeting was called to order at 6:28 PM by Pat McDowell.

Flag Salute:

Lead by Keith Pedersen.

Roll Call, Board Members, Club Reps:

Pat McDowell - President

Bill Lattin - Vice President

Tracie Carroll- Secretary

Jill Iversen- Treasurer

Keith Pedersen- Sergeant at Arms

Heather Black

Steve Davies

Jim Dunn

Rick Head

Mike Kaehny

Ron Main

Mike Manghelli

Scott Mattern

Board Members not in attendance:

None.

Members Present:

Kelsey Griffin, Judy Sights, Alan Rice, Tom Foley, Douglas Alder, Mark Vigeant, John Carroll, Gary McGavin, Fred Dupuis, Brian Lopez, Russ O'Daly, Werner Schwarz, Matt Wioldmann- LSR, Alan McAlister, Neil McAlister, JoAnn Carlson, John Neilson, Jim Hahn, Warren Harvey - SDRC, Mark Johnson, Dan Chilson, Randy Nelson, Andreas Fresh, Jim Hoogerhyde, Mike Lefevers, and Elon Ormsby were present.

Guests:

Pam Manghelli was present.

Health and Welfare:

Jill Iverson shared that Jim Jenson had shoulder replacement surgery 2 weeks ago. He should be at the June El Mirage meet.

Tom Foley mentioned that Kim Leggit is going back in for surgery and to keep the family in your thoughts and prayers.

April Minutes:

Rick Head made a motion to accept the April minutes. Bill Lattin seconded the motion. The vote passed with no opposition; the April minutes were accepted unanimously.

Important Date Reminders:

Tracie Carroll reminded everyone that Mailed-in Pre-Entries for Bonneville Speedweek **must be received by the office by Saturday, May 15th, 2021.** Online Pre-Entries can be submitted by midnight Saturday, May 15th on the website. Also, the June El Mirage meet is Sunday 13th, 2021.

S.C.T.A. Treasurer's Report:

Jill spoke about the April 2021 Profit and Loss statement. The Total Expense was \$22,017.64. The Income was \$27,276.81 for a Net Income of \$5,259.17. This includes \$4,867.94 for trailer and equipment maintenance and \$981.66 for Honey-Do Days.

At the May El Mirage Meet, there was 85 entries with a Net income including The Merchandise Trailer of \$7,933.14 and a Net Income without The Merchandise Trailer of -\$4,021.61.

The S.C.T.A. Treasurer's report also included the bank account balances. Please contact her if you would like a copy.

SCTA Membership update:

Jill Iversen shared the past four years' worth of membership data for all of the clubs. She also shared the current membership count of each club.

BNI Report:

None.

BNI Treasurer's Report:

None.

Sergeant-At-Arms Report:

Keith Pedersen submitted the following report:

"The Friday course walk had good participation by all clubs.

Saturday's patrol meeting was a little late as we had to wait for one of the clubs to show up, but we were able to get the meeting accomplished quickly afterwards. All patrols reported to their position and were ready to go when the course was ready for the first racer of the 2021 season. I did spend some time at the very back end of the course, with Patrol 11. It is really clear to me that it is very hard for incoming spectators to see the cones marking the course boundary, especially when people are zooming down the lake bed and when there is dust. Ideas of for visibility improvement include placing signage in the area, adding about four times the number of cones in the bottom of the "V" and adding a few very large and visible cones (maybe even bright green). Saturday racing had one turn-in due to a broken drive shaft and a spectator (and also one of Sunday's Patrol) injured in a non-racing event; he was treating by the EMTs and released. There were no infractions. Racing was called around 1pm due to excessive sustained wind. The course was determined to be still in great shape after the day of racing and it was determined to not move the course. However, we did conclude that a Saturday course walk was a good safety measure and one was conducted. At the conclusion of the Saturday course walk, club role call was taken. There was no one present for High Desert Racers nor was there anyone present for Super Fours."

"During Saturday evening Werner and his son added lots more cones at the out of bounds "V" and that was a big help (and a big thank you to both of them), but...."

"Sunday's patrol meeting again started late as we were missing a patrol. As a reminder to all clubs, the patrol meeting starts at 7am so please have your morning and evening patrols present BEFORE 7am. All patrols were in place and ready for roll call when the Tower conducted it. We had two turn-ins in Sunday's racing, a vehicle and a motorcycle. Neither had any significant issues, just more out of pre-caution. About 11am we had 2 side-by-sides and a quad cut across the course from the return side to the tower side near Patrol #8. Patrol #8 was able to quickly alert the tower and the course was placed on hold while they were stopped and spoken to. Nice job to the High Desert Racer's patrol for being alert. At 11:20am two trucks doing about 70mph blew by Patrol #11, drove between the huge line of cones in the "V" and continued straight only slightly slowing down as they blew past the very end of the course cones. The course was immediately placed on hold and we were able to stop the trucks. They were land sailors and the lead truck driver stated he had been coming to the El Mirage for 60 years and he thought we were done racing for the day. Needless to say, all the SCTA officials had words with the two drivers. There were no infractions issues to competitors. Racing ending due to wind around noon."

There was discussion regarding the lack of visibility and signage to indicate where the race course boundaries are for spectators. There were corrections given to Milers and Eliminators who put the cones out.

Scott Mattern made a motion to buy more signage to inform spectators of our presence. Rick Head seconded the motion. The motion passed with no opposition.

Mike Manghelli made a motion to not fine Super Fours and High Desert Racers for NOT participating in Course Walk on Saturday, as Bill Lattin determined it was recommended not required. Mike Kaehny seconded the motion. The vote passed with no opposition; The High Desert Racers and Super Fours will not be fined for not participating in Course Walk on Saturday.

Car Technical Chair:

Steve Davies said smooth transition. He wanted to thank all of the volunteers who work behind the scenes to make this event happen.

Motorcycle Technical Chair:

Scott Mattern said smooth transition. He reiterated appreciation for all the volunteers who came out and helped get the meet run so smoothly.

B.L.M. Permits for 2021 Race Season:

Dan Chilson said we had the BLM permit done a month early, the BLM wanted changes and we were able to get those done about a week ahead of time. Dan Chilson will work with all the club presidents including Doug Alder for each of the meets.

Dan Chilson is working on the final language for the El Mirage Use report for May and will be sending that in to the BLM shortly.

There was discussion regarding the food vendor and Ron Main will update everyone as soon as he knows something he will let the membership know if there will be a food vendor

Friends of El Mirage Report:

None.

Save The Salt Report:

Gary McGavin spoke about the meeting he had with BLM Public Affairs specialist. He left the conversation feeling pleased and hopeful about the new staff in the BLM office.

He submitted the following report and recommended that all of the membership take a look at the graph included:

“SCTA Save the Salt Stakeholder’s Report ... April 7, 2021 ... Telephone Conference

Submitted by: Gary L. McGavin

I had a slight family emergency and missed the actual 4/7/2021 telephone conference call.

Instead, I met via telephone with Hannah Lenkowski, BLM Public Affairs Specialist for District 7 and Mike Gates, the West Desert BLM District Manager on 4/19/2021. I appreciate Hannah Lenkowski setting this telephone briefing up with me.

Mike Gates had led the meeting on April 7th and he briefed me on the major points that the BLM wanted to cover with the Save the Salt Stakeholders in that meeting. We discussed the following:

1.The new BLM leadership team is comprised of:

Mike Gates, West Desert BLM District Manager

Jessica Wade, Salt Lake BLM Field Manager

Hannah Lenkowski, BLM Public Affairs Specialist for District 7 (Hannah will be on maternity leave for the next six months).

The BLM leadership team plans on holding stake holder telephone updating briefings on a quarterly basis. The next briefing will be during the summer.

2.The new BLM leadership is committed to implementing the 2020 MOU. The Memo of Understanding (MOU) between the Federal Government and the State of Utah along with Intrepid Potash was signed in April 2020. The Federal Government has not been forth coming with their funds stated in the 2020 MOU todote.

The BLM has been able to extend the receipt of Federal Funds to 2022 so far. To date, no federal funds have been released.

The BLM has however secured \$125,000 to start the process moving. The BLM is looking to help create a proposal for a contractor to put together a plan for outlining a shovel ready project for the eventual implementation of the MOU.

3.The leases need to be appraised north of the I-80. At this point, the BLM is unsure of what it will take to get the leases appraised. Intrepid has said that they might be agreeable to letting some of the northern leases go ... which leases the BLM is not sure at this time. It is unknown who would take possession of the leases north of the I-80 since there is a mix of ownership.

4.Due to questions that have been raised about pumping brine back into the salt flats in ion solution by Dr. Bowen, which could bypass the salt layer and filter into the ground, the BLM is thinking that some additional experiments need to be considered for the pumping effectiveness. Dr. Bowen in association with the Utah Geological Survey (UGS) is perhaps the group that she heads up at the University of Utah might be the best to determine the potential effectiveness of the brine pumping.

5.FEMA has proposed a small oversite working group consisting of geology, funding and political members to direct the proposed study.

6.Intrepid holds the Northern Leases and has a bond for approximately \$1,000,000 for reclamation following their release of the leases which includes watershed reclamation.

The US Department of the Interior has a source document titled "*Intrepid Potash Mine and Reclamation Plan*" 43 CFR 4390 Mine Plan 2002. If the Board doesn't have this document, I can provide a copy in pdf format.

7.The BLM provided me with some background information that did not need to be reported on at the SCTA Board Meeting as follows:

The potash production canals north of Interstate 80 (I-80), located just east of the Bonneville Salt Flats, are leased and managed by Intrepid Potash and are located on a mix of private property, State of Utah School and Institutional Trust Lands Administration (SITLA) land, and Bureau of Land Management-managed public lands. The canals are industrial facilities leased to Intrepid Potash for potash mining activities and are not designed or safe for public recreation.

The Bureau of Land Management, Reilly Industries, Inc. (1991 to 2004), Intrepid Wendover Potash, LLC (2004 to present), and the Bonneville racing community (represented by the "Save the Salt" foundation) are concerned about potential deterioration of the Bonneville Salt Flats, and through cooperative agreements are attempting to replenish salt to the Salt Flats via the Salt Laydown Project. Over the winter, Intrepid produces high quality brine in its holding ponds by mixing water with the sodium chloride or salt that is left as a by-product of the potash mining operation at Bonneville. When the brine has reached an optimum concentration in early spring, it is pumped to the north side of Interstate 80 via canals and discharged onto the southern section of the Bonneville Salt Flats near the access road. When temperatures rise in late spring and the salt flats begin to dry out, this salt laydown brine is added to the natural salt crust layers at Bonneville.

The Bonneville Salt Flats is managed by the BLM as an Area of Critical Environmental Concern and Special Recreation Management Area, the Bonneville Salt Flats are a 30,000-acre expanse of hard, white salt crust on the western edge of the Great Salt Lake basin in Utah. "Bonneville" is also on the National Register of Historic Landmarks because of its contribution to land speed racing. The salt flats are about 12 miles long and 5 miles wide with total area coverage of just over 46 square miles. Near the center of the salt, the crust is almost 5 feet thick in places, with the depth tapering off to less than 1 inch as you get to the edges. Total salt crust volume has been estimated at 147 million tons or 99 million cubic yards of salt. The Bonneville Salt Flats are comprised of approximately 90% common table salt. Potash comprises just 3 percent of the minerals dissolved in the brine, but it's where the money is, currently selling for more than \$300 a ton and as much as \$800 in recent years.

The proposed projects for replenishing the salt include the Save the Salt organization and its nonprofit allies that are hoping that the BLM can establish a program to pump up to 540 million gallons of brine onto the flats over the next decade. Following is a historic brine pumping table provided by the BLM on their website:

Harvested from North Leases		Salt Lay Down	
Year	Tons of NaCl	Year	Tons of NaCl
1998	UNK	1998	825,206
1999	UNK	1999	1,965,068
2000	UNK	2000	1,833,074
2001	508,128	2001	755,586
2002	836,878	2002	836,072
2003	298,729	2003	537,893
2004	506,008	2004	UNK
2005	278,759	2005	340,515
2006	425,212	2006	310,566
2007	333,694	2007	457,408
2008	370,677	2008	414,943
2009	291,008	2009	270,392
2010	308,918	2010	305,599
2011	UNK	2011	443,560
2012	28,752	2012	490,065
2013	363,744	2013	600,477
2014	371,642	2014	381,572
2015	193,489	2015	583,414
2016	1,129	2016	514,100
2017	75	2017	558,457
2018	245,978	2018	370,810
2019	TBD	2019	263,571
TOTAL	5,362,820	TOTAL	13,058,348
AVERAGE	315,460	AVERAGE	621,826

In 2004, Intrepid Potash Inc. took over the mining operations on 90,000 acres around Wendover. Most of it is private land, but, since 1963, the mine operators have held leases on 25,000 federal acres north of the freeway.

Doubling the flow of salt from Intrepid's ponds would require significant investment in new infrastructure, including wells to access additional water and the construction of new salt brine ponds. This initial proposal is encouraging, and the BLM realizes that the racing community remains committed to partnering with the BLM and other stakeholders in future discussions on the Bonneville Salt Flats.

Under the BLM's mineral-leasing terms, the potash operator is to return as much salt to the flats as it pulls out. The mine has returned about 13 million tons since the pumping program began in 1998, according to the BLM data table above.

In the early years of pumping, Intrepid's predecessor, Reilly Industries, returned on average 1.2 million tons per year, but the rate of return had slowed greatly under Intrepid's watch, to about 500,000 tons a year ... which is still more than it removes from the salt flats."

Old Business

Equipment and Trailer Maintenance:

Werner had an update about the ongoing equipment maintenance happening in Wendover:

“Wendover Trailer Report

Wendover Chris has replaced several rotten tires. He has started cleaning up the outside of the wire winding trailer, undercoating the wheel wells.

He has brought out the timing trailer and has picked up the clean up effort where he left off last year.

El Mirage Trailers,

E trailer has had it's kinked plastic hydraulic hoses repaired for the porta power that powers the jaws of life.

Generator has been removed and taken to a repair shop to fix the full throttle start up problem. It will be reinstalled before the next meet.

Three donated sign trailers.

A couple repairs still need to take place. Werner will do this in the coming weeks. Bill is making two new banners.

These two trailers will be placed in line with the funnel cones that mark the very end of our shut down/run out area. Werner will make wooden frames that these trailers will hold up to display the signs. Only one of these trailers will be placed at the paved entrance road to the south of the BLM building.”

Werner also said he miscalculated the size of the generator at the Registration trailer and the power needs of both the Registration Trailer and the Impound Trailer. There was discussion regarding the new Impound Trailer.

Mike Manghelli made a motion to buy a 3000 watt generator for impound Trailer at El Mirage and wire-winding at Bonneville. The motion was seconded Bill Lattin. There was no opposition. The motion passed.

Werner also spoke about maintenance taking place at El Mirage. He submitted the following report:

“Paved Road Warning Signs

Two of the three sign trailers donated by Joe Anderson of Rod rider fame, were exploited this last weekend. Please see attached picture. Utilizing large banners that Bill Lattin had made, my son and I patched together two of the trailers and signs. We then towed them over to the El Mirage paved entrance road. They were placed two hundred feet apart south of the BLM visitors center building, next to the cable fence on the east side of the paved road. They were placed there so spectators entering the lake bed had two opportunities to read our warning signs. You may not have seen them since they did not go out until Saturday evening sometime after 3PM. It was a good learning experience for me, I can now plan on making several small repairs in the next couple of weeks so that all three trailers can be easily towed on station for our June meet. Both banners survived the major winds we had this last weekend.

E-Trailer

The two high pressure hydraulic hoses that were found kinked during ***Honey Do*** weekend were repaired and the system tested on Friday night at the lakebed. Thanks to Sidewinder Kenneth Clark who offered to spend the time and get the hoses repaired properly, then returned and installed them. The E Trailer's installed generator was removed after the end of this last meet, and I've taken it to a authorized Honda repair shop. Upon startup it just goes to full throttle, so that will be fixed and re-installed before the start of our next meet. Pat supplied a new battery for this generator, so we should be good to go in June.

My understanding is that Larry Haney sustained a hand injury and was not able to man the E trailer this last weekend. I offered to pull the trailer so that others can continue to perform their regular functions. While it was my pleasure to do so, I feel that the Clubs should step up and cover the rest of the year.

So that means using the “D” word. I think it's safe to say that *the general membership* takes for granted the same persons will perform many important duties necessary for every Lakes meet to be successful and safe. We have two

duties (E trailer & paved road trailers) I feel should be assigned to the Clubs. I do not know Larry Haney's recovery status, or if we are going to continue to rely on his good nature in performing the E Trailer duty. One suggestion is, we could rotate both duties by Club each year. EMP for 2021 is already written, but we can add a temporary clause and apply it permanently when appropriate. Let me know your thoughts, and/or share them this Friday night."

Also, Werner gave a Honey-Do Report:

"Honey Do Day was successful. We had about 25 people show, if you need to give working credits to your members that showed up, a list is attached. Without the efforts of this group, your racing season could have easily been delayed or interrupted. So a big thanks to all that came!

Honey Do Day cost amounted to \$981.66. That's for supplies (paint, brushes, oil, grease, rags, sandpaper, brake cleaner, etc.) and lunch, drinks for the crew. A short list of accomplishments include:

- Cleaned up the "E" trailer. It was a real mess. Serviced generator and jaws of life hydraulic motor. Two bad kinks in the hydraulic lines will be repaired and returned to the trailer in the next two weeks or so.
- All Trailer tire air pressure, greased wheel bearings, tongue jacks serviced.
- Changed oil in all SCTA generators
- All Trailer A/C units filters cleaned, condenser coils on roofs were blown out with compressed air, removed a ton of dirt/dust from coils.
- New Impound trailer continues it's restoration path, broken roof vent replaced, wheels wells cleaned and painted, front trailer tongue painted, worked on removing outside SCTA decals with heat gun.
- Repaired roof vents on SCTA house
- Paint outside trim on SCTA house
- Prime and patch well pump house
- Motorcycle trailer was prepped for the season

With only half the work force of last year, we managed to tackle the most important tasks. Hopefully we can do better next year."

Follow up on Website Update:

There was some discussion regarding where information is on the new website. Pam was present to answer questions.

New Business:

S.C.T.A Scholarship Committee

Judy Sights let the membership know that the checks will be presented at the graduations for the students, for the first time ever

Speedweek Room update/ Room Update:

Jill Iversen gave an update. She said all the rooms at the motel are booked and she is working with the supervisors to get everyone placed in a room.

Bill Lattin mentioned that we are running low on pit passes, car passes, official and entrant stickers for Bonneville. We haven't purchased any since 2018.

Bill Lattin made a motion to purchase more stickers for Bonneville. Heather Black seconded the motion. There was no opposition. The motion passed unanimously.

Gas Tester for Mo Trailer:

Mike Kaehny spoke about how the motorcycle trailer doesn't own a gas tester and has to constantly walk gas samples back and forth between the two impound areas, causing a back log in impound.

Tracie Carroll made a motion to get a new gas tester for Motorcycle Inspection. Rick Head seconded made the motion. There was no opposition. The motion passed unanimously.

Protest for Car 1967

Protest has been submitted to the Coupe and Sedan Committee and the committee asked for a little more time to submit their findings to the board.

The findings and a determination will take place before the next El Mirage meet.

Open Discussion:

Mike Manghelli wanted to update the board on the 3 new computers that was purchased at the end of last season. They worked great at the May meet. Unfortunately, one of the old timing tower computers died during the May meet.

Mike also mentioned that the old timing slip printers are not compatible with Windows 10, which is what the new computers are running.

Mike made a motion to buy 1 new timing slip printer (compatible with Windows 10). Mike Kaehny seconded the motion. There was no opposition. The motion passed unanimously and Motorcycle Impound will be getting their own gas tester.

Mike Manghelli said that tower communications ran smoothly at the meet.

There was discussion about the FM radios and Tower communications during the meet that was causing such time lapses in racing.

Russ O'Daly brought up a concern that the Gear Grinders discussed at their meeting that it was difficult on Sunday morning to determine where the lines were.

Tom Foley asked to get more posters to distribute out in the high desert. Bill Lattin is going to make that happen before the next El Mirage meet.

Dan Chilson spoke with Ann Lindsay spoke about the issue in pre-stage as well. There was discussion.

There was also discussion regarding the dust at the end of the course, that couldn't be seen at the starting line.

Judy Sights said, "Let's go home!". The meeting adjourned at 819 pm.

Handouts:

- 1.S.C.T.A. Board/ Reps Meeting for May 2021 Agenda
- 2.S.C.T.A. Board/ Reps Meeting April 2021 Minutes
- 3.S.C.T.A Treasurer's Report for April 2021 Profit and Loss Statement
- 4.S.C.T.A Treasurer's Report for April 2021 Profit and Loss Statement
- 5.El Mirage May 2021 Meet Report

Next Board/Reps Meeting:

Friday, June 18th, 2021
Online