

Northwest Region SCCA

Minutes from the NWR Board Meeting of 05 August 2013

The meeting was called to order at 7:11 PM by RE John Taylor at Poodle Dog in Fife.

In Attendance: John Taylor RE, Richard Willy (Solo ARE), Rick Wilson, Rich Weixler (Steward), John Forespring (Membership Chair), Sonja Vasquez CPA, Karen Babb, Steve Schattenbild (Secretary applicant)

Minutes from the July 1st meeting were reviewed with the following recommended changes:

- Attendance: Rich Weixler not John Weixler.
- In paragraph beginning "Oregon Region", next to last sentence should say "big hit" instead of "hit hit".
- On 2nd page, "Dick W reported" on line 6 needs to read "Dick Willy reported".
- On 2nd page half way down, "Joe G" should read "Joe Goeke".
- Immediately following sentence reading "We need capability to add things quickly," statement of web site update issues not understood by Rich Weixler. Under GOO, who is the specialty chief that has issues (was not discussed at the time).
- Karen will send copy of prior minutes.

Motion made by John Wilson seconded by Richard Willy and passed to approve minutes as updated.

Steve Schattenbild has volunteered to fill the vacant Region Secretary position.

Treasurer report:

Sonja Vasquez received the previously desired info from Solo. There need to be a listing of the outstanding liabilities in the report. Race has an adequate balance at this time but has large liabilities. There is a need to reconcile the liabilities and fees. There is also a need to decide how to disburse the surplus from the last event.

Approximate outstanding liabilities include the following:

- \$ 4500 to Ken Jones (ambulance fees),
- \$ 8700 to Oregon Region,
- \$ 2900 costs from Majors in May (concessions, golf karts, fuel etc.).

For the Ridge event it is currently uncertain which items have been invoiced and paid. Sandy Taylor has stepped up to doing the Race Treasurer job and has been approved by the Race Committee et.al. There is an invoice outstanding from Bremerton Motorsports Park in the amount of \$6700, but this lacks itemization and is unacceptable on its face. A request has been forwarded for transaction itemization and dates. Net proceeds from the Ridge event should be between \$8000 and \$8500. Payment priority should be given to Ken Jones for at least half the credit amount. Also, Oregon's RE should be approached with a repayment plan to exhibit intent to pay.

The April event has been removed from and will not be on the Race schedule again. Attempts to renegotiate Pacific Raceways events payments should be made with Jason. At interest are the timing of deposits, which should be biannual (i.e. 50% in Dec and 50% in May) as opposed to the current structure of annual (100% in Dec), and other fees from the Majors event. Thus revenues from the event could be

used for later deposits. There is a need for positive revenues from each event. Race must provide a budget for each event before it is placed on the schedule. There is a possibility for two Ridge events next year, but a definite need to focus on appealing to the various participant groups to encourage greater participation and generate positive revenue flow.

Race

Race had a successful event, with a total of 87 drivers for the weekend (each day). Total revenue was approximately \$8000.

Time Trials

Time Trials this previous weekend resulted in a shortfall of approximately \$600, but current balances are still in the positive \$500 to \$600 range for the year overall.

Solo

Solo has finished event #6. National Tour and Pro finished in July. Regionals average attendance has been 140 participants so far this year. This is up from last year's average of 120. National Tour had 252 and Pro had 131, similar to last years participation. Solo meeting is next week with account balances approximately \$10,000. Currently all site fees are paid for the year. There have been no Drift events since the last time. Drift holds 2 to 3 events per year, with the major activity at Evergreen Speedway. Our program is a starting point with good cash flow. Changes were made to the National Tour event in an attempt to reduce expenses and come closer to at least neutral revenue stance overall.

BMP/Ridge

Covered in applicable areas previously.

NWSCN

If no information of importance is available for publication, money should not be spent to produce a publication. Comments have been made that information can be posted on the Turn Crews website. There is also the Region website. Both are veritable avenues of communicating with the membership. Current feeling is that NWSCN is generally not worth the expense. The only historical benefit advertisement revenue. Andy from Armadillo is going to do his own publication for Race. If we submit something he will include it in his mailings. Alternatively a Facebook page could be used in many situations.

Website

Different ways to update the website need to be evaluated. Chuck needs to talk to Joe Goeke (webmaster) to get the search tags updated in the NWR website. A definite need is an additional boost in web presence. Final goal would be a new website ending 2013.

Membership

John Forespring is no longer receiving membership numbers, he is only receiving renewal information. Currently available numbers are:

- 811 members,
- 763 active members,
- 19 members expired in June,
- 29 members expired in July, and
- 18 new members since July 8.

We need a better way to maintain contact with members. Not many are actively involved in Race; many just want to belong to the club. Positive communication can reinforce membership and encourage greater participation, and may encourage some of those that are unable to actively participate to at least attend

more events. A goal would be 50 to 60 regular volunteers.

TRSS

Last year's fall school had 19 total participants for the weekend.

This year's February school had 4 participants on Saturday and 6 on Sunday.

While BMP used to donate the site, current fees are now \$1350 per day. Poor site maintenance is resulting in it being harder to rent out. There is a National Office subsidy of \$750, but it is not clear if this is per day or per weekend. For the current fees, greater participation is a requirement. Some suggestions include Letters to the Editor of nearby papers (Kitsap Sun, Tacoma News Tribune). Some association with private driving schools, local police departments, and/or the State Patrol might also be possibilities. Most school districts are reluctant to endorse anything for liability reasons. UW Husky Stadium parking lot might be viable.

We are currently committed to the November 2-3 TRSS. John Taylor will contact the SCCA National media people to get an announcement to give to John Forespring.

501c status will be needed to get reimbursement from SCCA Foundation.

Richard Willy motions to go through with the November TRSS school, contingent upon the SCCA Foundation and other reimbursement monies being confirmed as available, and the event locals/Registrar agreeing to do everything necessary to submit to receive those reimbursements. Rick Wilson seconds and passes the motion.

Reiteration that all events should be net revenue positive or at least neutral.

Rally Group NW

John Forespring indicates that they still have his equipment and its final disposition is still pending.

Rallycross

There is an event scheduled for 24 August in Tenino. It is presumably sanctioned by the Oregon region. If successful, inquiry should be made to determine if the host would be willing to work with the NWR.

John Taylor may be able to procure a site just west of the Lucky Eagle casino. He has not pursued it but thinks the owners would be amenable to hosting a rallycross event, possibly multiple times a year. Barker and Nispel might be willing to come back and be involved. This location is considerably closer for NWR members than Portland. Although Rallycross is not a large revenue arm, it has the advantage of bringing more members into the area.

Road rally

There is potential for a fund raiser rally this fall. The Corvette group has had some internal issues. John Forespring will contact them and attempt to gain some commitment.

Old Business

Race health and forecast as discussed previously. The Ridge event helped finances. Runoffs will be at Laguna Seca next year and that should generate a lot of Race interest in our area next year. Participants have to run 3 Majors events to get to the Runoffs. There is a double Major in Seattle, one in Portland, and one at Thunderhill. The Divisional path requires participants to place in the top three in NorPac in points. This attendance should help with current issues. Majors will happen at Pacific, since the Ridge is unable to provide a dependable May date. John Taylor is actively soliciting sponsorship for the Majors weekend.

Although these opportunities have been highlighted in the past, there has been insufficient follow-through to realize the potential gains, and attempts should be undertaken to reverse this. This is an opportunity to do this for the next 3 years.

New Business

Discussion followed on 60th anniversary banquet. Possible locations include Emerald Queen Casino, with a Saturday date set as a priority. The 2012 banquet had on 33 attendees, but this years being a 60th anniversary, 100 attendees is a possibility. Any venue should accommodate 50 -100 attendees.

Further discussion was tabled for the remainder.

Richard Willy, Rick Wilson, and Sherri M. Are familiar with a for-profit photographer interested in being endorsed as the “Official Photographer” for SCCA events. He is retired and has worked with Chump Car, IRDC, SOVREN, etc. He is not requesting any funding from the clubs, only an endorsement. There is concern that if he is endorsed as “Official”, that this may discourage other photographers from attendance. No motions have been forwarded, but the general attitude of the board is to not provide any official designation, but to encourage his participation and let members know how to contact him for shots taken.

John Taylor motions to appoint Steve Schattenbild as Secretary. Karen Babb and Richard Willy second and approve the motion.

The meeting is adjourned at 9:05 PM