

Northwest Region SCCA

Minutes from the NWR Board Meeting of 04 November 2013

The meeting was called to order at 7:14 PM by RE John Taylor at Poodle Dog in Fife.

In Attendance: John Taylor, RE;
 Sandy Taylor, Treasurer - Race;
 Chuck Huffington, ARE - Race;
 Richard Willy, ARE - Solo;
 John Forespring, Membership Chair;
 Karen Babb, Member at Large;
 Sonja Vasquez CPA;
 Scott Miller, New Member at Large;
 Chris Beaufait, New Member at Large;
 and Steve Schattenbild, Secretary

Minutes from the October 7th meeting were reviewed:
Name and procedure clarifications were recommended.

Motion made, seconded, and passed to approve minutes.

Treasurer report:

Sonya Vasquez is still working on tax-exempt status. Due to less than thorough prior accounting, this is presenting more challenges than expected. As administrative consolidation of bank accounts access is of importance to security and accountability, executive suggestions of shifting current accounts to either Chase or Wells Fargo are entertained. Other issues concerning previous accounting gaps include an April 2011 invoice from SCCA in the amount of \$2205, which has not been satisfied to date. Oregon Region also has not been compensated for monies owed over the past year. The tax status requires tax information for prior 5 years; currently we need one more year (this current year) to satisfy this requirement. Some accounting reconstruction is also required. While we are not looking at anything similar to a for-profit audit, care must be exercised that we do not undertake any activities which are unrelated or outside of our mission. Until the 501c7 application is approved, documentation requiring tax status can be filed as "501c7 pending".

Race

The last time trials event made \$300.

Tire Rack Street Survival had 4 students at Bremerton on October 19th, the track cost \$1300 for the day, and there were some lunches involved with that, there was \$500 sponsorship from BMW, and \$75 per student for \$300. We made \$800 and spent \$1500 for the day, and there are some changes being recommended for February.

We are currently working on deposits for next year, and as work continues on checking account reconciliation, it is becoming apparent that the condition of Race may not be as dire as previously thought. It has recently been discovered that a \$2700 deposit was made to Ridge, followed by a full deposit payment being made, resulting in a \$2700 credit at the Ridge.

With the changes that Race is planning on implementing, along with the staggered deposit schedule, next year does not appear as bad as expected for Race.

Time Trials

Finished for the season and previously discussed.

Solo

Solo is finished for the season. Rules process starts next week, and this may be a three-month process. John Taylor has received an email from Dina Roland from National, and this was read aloud. This presumably should have been sent to the ARE, not the RE. This has apparently been an issue with National for some time, and suggestions are made (including return to) in order to attempt to rectify the misdirection of emails.

Discussion of glossy brochures for both Race and Solo as seen by John Taylor at the NORPAC convention was introduced. Also introduced was the site acquisition committee headed by Raleigh and some discussion ensued as to the possibility of using military installations, especially as a number of NWR participants are military personnel.

Drift

No further discussion of Drift activity other than possible site acquisition, to include military installations, airports, and perhaps stadiums.

BMP/Ridge

While a single point of contact with BMP was preferable, the current situation of Race no longer running there and of Time Trials being diminished, coupled with the deteriorating condition of the track to the point of being unusable, render the conclusion that BMP may no longer be a viable option. While there are plans to renovate the track, there does not appear to be sufficient funding to realize those plans. There also is considerable disorganization with respect to billings from BMP, to the extent that they cannot provide itemization or clarification for their own invoices. The consensus is that BMP does not have any part of their operation organized, and discontinuing business with them may be in the best interest of the NWR.

Website

Website has considerable issues that need to be addressed, and we need individuals to address these issues. Legacy problems exist as to the website's accessibility and current hosting service. These must be addressed before meaningful changes can be made to the site. A list of corrections to the current site is being drawn up to be submitted so that those changes can be made.

Membership

John Forespring has a list of current members, and will do some follow-up on bringing it to the next meeting. At last report, there were 808 members, but communication with the membership still suffers from residual atrophy from the previous executive. John Taylor is making attempts to keep the membership informed, without overloading membership mailboxes with excessive correspondence. Not only has email been used, but mailers were sent to notify membership of the upcoming banquet, John Taylor has gone out to events, including running in a Solo event, to reach out to the membership. Reinvigorating the membership is key to increased participation.

Tire Rack Street Survival

Pacific Raceway is interested in putting on an event with NWR at no cost to us. To do the Tire Rack Street Survival in February, we need to coordinate with them now, as most of their Saturdays and Sundays are filled. Currently, John Taylor would like to schedule on a weekend where bicyclists are using the other portion of the area in order to remove any racing distraction from the TRSS students. Raceway will also allow use of their classrooms.

Pacific Raceway is interested in positive publicity to help offset any negative associations with the track, and is willing to participate for a share of the surpluses from the event. They are also a better venue geographically, as many of the metro-area members who might otherwise participate are reluctant to make

the early drive out to BMP, and then the drive home late in the day.

Rally Group NW

John Forespring reports that there is nothing currently happening with Rally Group.

Rally Cross

Steve Warner is trying to put on a Rally Cross on the 16th and 17th of this month, working with Paul Eklund in Oregon. Paul is also the Regional Administrator for Rally Cross Division. Paul is onboard to run a night Rally Cross. The event is staged in an open field, possibly with glowsticks on cones. A strobe is to be placed in the center of the course as an alert to halt in event of emergency. Steve Warner is speaking to a couple of sponsors to try and bring some sponsorship onboard. Other issues are that events are limited to 4 per year at this property without a special use permit, resulting in a search for other venues. If another property can be secured, more events can be held. Ideally if more revenue can be generated, additional equipment can be purchased for these events. A current sponsor has indicated they will purchase and donate a trigger light to replace the current stopwatch.

A current concern is the ownership of the event, whether it is an SCCA event or a Steve Warner Enterprises event. John Forespring feels that Steve Warner is open to it being an SCCA event, however, this must be clarified to prevent NWR from taking the liability of the event without maintaining ownership of revenues.

Spectator segregation from the event and enforcement was also discussed.

Road rally

The Corvette Club was going to try to put on a November event, but decided due to lack of volunteers they would not do their usual fundraising event. Their event is used as a fundraiser for South Puget Sound Community College to provide a scholarship for a student of their auto technician class. John Forespring will meet with them next month to try to get a commitment for the next charity event, as he handles the monies.

John Taylor has been speaking with Raleigh Durham (National), who indicates that Race and Solo can do one event per year for charity, and sanction fees are capped at \$200, with all surpluses donated to the charity.

Old Business

Banquet is Saturday. Michael Boss will take pictures of the event at no charge, and asks that NWR comp his dinner. Lisa Noble arrives on Friday; Friday night lodging covered by National, Saturday night covered by NWR.

This is John Taylor's third year organizing the banquet, and has indicated it is time to shift this back to a committee next year. All award information is now available, with Regional awards handled by respective groups.

Total cost is \$33 per head, not including champagne, well within the budget allotted. Centerpieces will be kept to a minimum, John Taylor will donate 24 bottles of Riesling left over from his wedding, Gig Furtalo will be bringing some homebrew, and the champagne glasses will be given away. Also ordered are chocolate nuts and bolts. Directional signs will be posted to the nightclub where the event will take place. Signup for the event has been extended to noon on the 6th from the 5th, and they can pay at the door, but they must register by the 6th.

Budget

No discussion.

Nominations

No discussion.

New Business

No discussion.

Good of the order

No discussion.

Sonya Vasquez moved to adjourn, Karen Babb seconded and the motion passed.
The meeting is adjourned at 8:59 PM