

**Minutes of the Meeting of the Board of Directors of the Reno Region of the SCCA
March 5, 2008**

Attendees: Jim Gandy, Carol Deborde, Dave Deborde, Dean Benz, Matt Roy, Don Smith, Randy Jones, Debbie Kerswill

Jim Gandy called the meeting to order at 5:45pm.

Past Meeting Minutes:

Minutes from the February 6, 2008 meetings were approved.

Treasurers Report:

No Treasurers Report this month, but will be submitted next month. Doug Driver shared with Jim that the report won't be much different from the last report.

OLD BUSINESS

Past Events:

The 2 Track Tours and the Road Race Volunteer training in February went well.

Upcoming Events:

The Boat, Sport and RV Show is this weekend. Carol is heading up the volunteer group, and could use help with manning the booth. There will be 3 cars on display, Art Majors' Corvette, Lexus Wallace's Jr. kart, and Chuck Johnson's racecar.

The Double National Race at Thunderhill is the following weekend, and is hosted by SFR and Reno Regions.

A Solo Safety Steward training class is tentatively scheduled for Friday March 21. John Riggs, III is not a certified instructor, so a search for alternatives is underway. Randy noted that Ray Miller is a licensed instructor and will be adding 12 additional people trained from the SFR-Sacramento region. Some of these drivers will be attending Reno events, adding to our pool of licensed safety stewards. We will also be looking into holding a class after the season starts.

March 22 is the Annual Solo Tech Day at C&C Automotive Specialties.

National Convention:

Jim passed around the Region Recognition plaque he received on behalf of Reno Region at the National Convention. Jim remarked that it was nice to be recognized, and to show the meeting attendees his appreciation, he is buying drinks tonight.

Jim thought the convention was worthwhile, adding that he learned some things and gathered information to disseminate to members. Dave thought the convention was one of the better ones, with more positive attitudes and a lot of information sharing. Carol participated in networking and meeting with some of the specialty chiefs. The convention is scheduled for Las Vegas in 2009.

It was mentioned that the 2009 NORPAC Divisional Convention may be reorganized; the end result may be just a meeting of the Regional Executives.

Possible Purchases:

Dean obtained an electric compressor and inverter; and has researched blowers with plans to

acquire one. Dean will consult with Dave Deborde on space considerations in the bus, to confirm how to configure and utilize this equipment.

Annual Tech:

A clarification about eligibility based on 50%+ prior year participation was discussed. We need to clarify whether this has to be in our own region, or whether out of region participation counts. It was pointed out that Sacramento requires proof of standings for annual tech.

Weekend Membership:

It was questioned whether the new weekend membership program will have a negative financial impact on our region. Without enough data from prior years, we don't have a way of estimating the impact. A suggestion was made to monitor it this year, to determine a decision on rates for next year.

Solo Program:

Matt has schedule cards for distribution tonight. Matt is also still working on an August event site; and will be looking for additional event chairpersons for the July events.

We will check with Scott Perry on the Solo Supplemental Rules updates, which will need to be published soon.

The North/South Challenge at Hawthorne is a go.

The bus received an oil change, the trailer is in good shape from last year, and fire extinguishers have been recharged. We may need to assess the condition of cones, and possibly purchase some replacements. This will be done during the first Solo weekend in April.

Shadow scoring (consolidated classes; high altitude pax) will be published in the newsletter.

Track Program:

The April 26th PDX/Club Trials/Track Trials event is sanctioned. Entry forms and supplemental rules are on the website. Dave and Carol are working to get online registration for these events set up on motorsportsreg.com.

Reno-Fernley Raceway was inspected on February 29th, for the June National Race. Some track findings will need to be resolved before final approval is given, that work is underway. Race sanctions and supplemental regs are being reviewed with the Executive Steward. Entry forms are being finalized, and Dave will be sending the sanction request and fee when these are complete. 14 Stewards are confirmed for the race, and most of the chief positions are filled. Dave is still looking for a Chief of Emergency Services. We will need to acquire some additional corner station flags, additional 10lb fire extinguishers and other supplies, but a larger cost item was discussed as follows:

Reno has been borrowing decoder equipment from San Francisco Region, but at this time we need our own equipment. Dave requested approval to spend \$3,300 to purchase a single-loop decoder, Dean motioned, Don seconded, and the Board approved the next step, to inform the membership of this intent, and open the topic for member input. After the membership has had 7 days to consider this purchase, the Board will vote on this request.

NEW BUSINESS

Annual Awards Banquet:

Tamarack Junction mailed Reno SCCA a letter indicating there was a billing issue related to the 2005 banquet. It was proposed that we ask Tamarack to provide the detail for the outstanding charge. In the meantime, we may want to consider moving the banquet to a different venue.

Solo Supplemental Rules:

The topic of multi-driver cars was brought forward by Randy Jones. Randy indicated that due to the Sacramento and Fresno regions losing the Atwater site, there will be another 20 California drivers traveling to Reno to participate in our Solo program. However, there may be a conflict with a practice allowed in the Sac/Fresno regions, where drivers are allowed to have more than 2 drivers in a car in a run group (versus the Reno supplemental rule limiting drivers to 2 per car per run group). Discussion ensued about whether we could just move additional drivers to another run group, staggering driver runs differently, and how to allow this without causing an unfair advantage. Concerns included delays for cooling down a car between runs, having to modify run groups, and placing more responsibility and load on the event chair for determining how to shuffle drivers. It was suggested that a 3rd (and 4th) driver could Run No Points in the alternate run group. In the end, the Board agreed that we should eliminate the discretion in our current practice to avoid conflicts upon starting the Solo season. Dean Benz will draft a revision to this supplement rule.

Another potential change to our supplemental rules is consideration for pre-running the course. Jim Gandy attended a session at the National Convention that recommended a pre-running of the course to improve event safety. The Board did not find issue with this recommendation, and as a result, Dean will also draft a revision to this supplemental rule.

WALK-ON ITEMS

Course Design

There is a general feeling that our course designs are looking the same, and we should encourage some novel designs. We also need to remember to be stringent about course design at the start and finish areas (direction received from SCCA National staff during the NORPAC Convention). The Board will continue this discussion in subsequent meetings.

Pace Car:

The Infinity Pace Car is at the Deborde residence, awaiting some replacement parts. Once these are received, Dave has lined up the labor to complete the repairs.

With no further business before the Board, the meeting was adjourned at 8:30pm.

Respectfully submitted by Debbie Kerswill, Secretary.