

## SUMMARY NORTHERN PACIFIC DIVISION CONFERENCE CALL MINUTES

MAY 22, 2008

Approved

### VOTING MEMBERS PRESENT

- Jim Gandy – Reno R.E.
- Frank Hamilton – Northwest R.E.
- Blue Manzanaries – Montana R.E.
- Mike Smith – San Francisco R.E.
- Carl Somerton – Snake River R.E.
- Todd Butler – Road Racing Director, representing Oregon Region
- Glen Barnhouse – Big Sky R.E.

### NON-VOTING PARTICIPANTS

- Howard Allen – Area 13 Board Member
- R.J. Gordy – Area 9 Board Member; National BoD Chair
- Dave Deborde – NorPac Vice Chair, Reno Region
- Gary Van Horn – NorPac Chair/Secretary

### REGIONS NOT REPRESENTED

- Alaska (Ben Nelson, Asst. R.E. did send a note explaining that another meeting had run overtime and he wasn't able to make the Call for AK.)
- S.W. Montana

### Minutes from January

Motion to approve as presented by Frank Hamilton/Jim Gandy – approved without objection.

### Treasurer's Report

Treasurer Jeannie Loyning was not able to be present, but sent in the following report:

Begin balance - 1/1/08	\$15784.41
Reno Income	5658.00
Payments for Steward Meeting	775.55
Expenses Reno	-6686.46
Steward Meeting Expenses	-775.55
Vintage Trophies	-388.00
Montana Event	-200.00
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Balance As of May 1	\$14,167.95

Net loss on the January meeting in Reno: -\$1,028.46

Motion to approve as presented by Jim Gandy/Frank Hamilton – approved without objection.

### **Future Directions**

General discussion began with Todd Butler briefing the group on the ideas related to the thoughts contained in Oregon Region R.E., Dan Halloran's earlier letter to the BoD.

Todd shared that during the May Oregon Region Regional/National Dan Halloran, Todd and Gary Van Horn met to discuss NorPac directions and purposes. First and foremost was that an agenda and topics for any NorPac meeting need to be clearly outlined well in advance to allow Regions the opportunity to participate and to draw any members or others in that may want to participate in any attractive program. He said that while Oregon was not opposed to an annual meeting, a "convention format" wasn't seen to be either practical or economic.

Some possible ideas that could make some kind of event or events more effective (being careful to point out that he did not say "convention") included:

#### Training:

- Specific tracks for Stewards, climbing the ladder, consistency of GCR interpretation, a repeat/reprise of Jeff Niess' discussion about working with people in pressured situations etc. from the March Stewards training at Kelso WA was an excellent example of this.
- Specific tracks for E-Crews and corner workers and first responders. Fires, extractions, working w/ Tow trucks and flat tows, even something as simple as effective use of grease sweep and techniques for spreading it might be useful. Perhaps this portion of training would be better held at the track vs. a hotel conference room, he observed.

#### Volunteer Retention and Recruitment:

- Description of a working program to help other Regions define and implement.
- Panel discussion sharing of information on activities between regions.

#### Operating:

- Differences in operating events at various tracks and locations (PIR vs. PR, vs. Bremerton vs. Thunderhill, Laguna and Sears, for example.
- How do we deal with Sound, Schedules, Supps, you name it?
- Challenges we face running events?

#### Divisional Competition Encouragement:

- NorPac Vintage Series as a model for other Divisional Series, perhaps.
- Can we create/foster other NorPac Series (e.g. SRF; SM?, etc), or alternatively, why haven't Series such as these been initiated?

#### Competition:

- How do we/should we deal with other racing organizations such as Conference or NASA?
- How do we get more Conference members, for example, to participate in SCCA events – or do we even want to address that issue?

#### SCCA Drivers Schools:

- How do we as a Division/Regions encourage new drivers? The cost of facilities and the sanction and the supporting activities do not make this a paying proposition for regions to meet GCR Standards – what can we do to be creative and find a way to make it happen? What can the National Office do to help us in this process – or will they?

Todd qualified his comments by saying that the whole bunch of topics were listed as some ideas and he wasn't suggesting they all be handled at once. In many cases, he observed, single issues

could be the subject of an entire discussion or meeting and that meetings themselves could perhaps be scheduled at different NorPac events as way of addressing a larger list of issues. Alternatively, meetings could be scheduled as volunteers were available to run/organize and staff them at different times of the year. For instance, it may make sense to ask Bennie (Oregon Region's E-Chief) to expand the E-Crew training to include others or have E-Crew participate in an expanded E-crew training with SFR at a Thunderhill or Portland racing event.

Todd expressed that to him, as the RR Director for Oregon Region, these are the issues that NorPac should be dealing with (and others). Some may best be done in formal meetings, some hands-on at the track, some discussions could just be organized and held without the planning for formal meetings even being necessary.

Frank Hamilton said he had started to prepare a Power Point presentation around how to organize and conduct a Rally event that could be shared or loaned out through the NorPac organization, for example. Frank also said NW Region would be happy to help Oregon Region with any meeting plans for 2009.

Mike Smith mentioned that things had now been made easier to deal with where NASA was concerned, because the National Office was now willing to recognize other organization's licenses and NASA was now accepting SCCA licenses. All of which has improving the ability of competitors to make a choice between and among events based on program quality, which he feels make a big difference to competitors. Along those lines, he noted that this meant we had to treat people better and work on our strengths of training, organization and (hopefully) consistency.

Dave Deborde noted how important he felt it was to make people feel welcome at an event and that Reno Region placed particular emphasis on that facet of its events.

Todd Butler suggested that the National Office could be helpful in that regard in many areas, but that many times they didn't seem to see it that way.

Carl Somerton pointed out that Portland International Raceway was actually the "home" track for Snake River Region's road racers and it was very important for folks to feel welcome at events when they attend them. Carl also said he thought that NorPac should be able to find a way to help the various Regions out with particular needs, such as Solo Course Design training. Frank Hamilton said that could also be the subject of a Power Point presentation which could be shared among the Regions. The main thing that was needed was someone to pull the presentation together and that he would help with the technical part of presentation development (committing it to the Power Point format and such) if at all possible.

Mike Smith suggested that the National Office and Jim Julo, in particular, needed ongoing encouragement from the Regions and the Division if they were to recognize and support regional differences and issues. He said he felt that by getting all of the NorPac Regions in a room with the National Office major players and presenting them with some good examples that some good progress could be made. Carl offered that the important thing for NorPac to do was to "keep squeaking" so folks would pay some attention to the area's needs.

Todd Butler asked the group what would be the best way to "...get the word..." to the National Office? Mike Smith said we needed to be organized in the presentation of issues before any meeting with N.O. staff was planned.

R.J. Gordy said that timing of any meeting that includes National Office participation here in the Division is critical and paying attention to how the seasons fall in other areas of the nation is important because the National Office staff is limited in both size and time – like the rest of us, including NorPac. He pointed out that other Divisions had long established traditions for their meetings and the N.O. staff was committed to attendance. He said that the January timing for a

NorPac meeting was good timing for getting the National Office staff if we were interested in their participation. They are tied up with the Annual SCCA Convention in February and thereafter with other Division's traditional meeting times.

R.J. went on to observe that NorPac might be the most diverse Division in the nation, both geographically and interest-wise. His felt that Mike Smith's observation was on target and that NorPac could help itself by becoming better organized as a group.

Blue Manzanaries emphasized that the three Montana Regions were working together with their Solo programs.

R.J. pointed out that as a Division the Regions needed to identify our varied needs so we can provide a prioritized presentation for National Office consideration. For example, he noted that Street Survival would be a great way of introducing SCCA to youth and their parents and that there were some pretty good resources available (including money and personnel) to help Regions get started, but he has been surprised that there wasn't more interest.

Frank Hamilton advised the group that Northwest Region had already held one Street Survival School and was planning two more for the year in progress. He suggested that some "marketing" help from National might be valuable to everyone. Dave Deborde added that their Street Survival School had been a good learning experience and thought that more would be scheduled.

Todd said that it looked like NorPac needed to do some homework

Glen Barnhouse asked what the experience had been with the weekend memberships. Frank Said that NWR experience is positive with them and someone commented that there was a similar feeling at the national level.

Frank suggested that NorPac Conference calls should continue and we should try to continue these discussions to sort out what all of the Division's issues really were and where we could help each other and where we could or should ask for help and assistance from the National Staff. Frank went on to suggest that we should still plan on a January meeting for at least Stewards and R.E.'s.

Chairman's note: While there seemed to be some consensus among the group, there was no motion and it was pointed out that the group had already (at the meeting in January) agreed on a "limited meeting" in Portland for January of 2009.

Glen asked if we had considered video teleconferencing. The answer was that we hadn't considered it seriously, but that we didn't really have any information on what would be required. Glen will get the information together for the group.

Gary Van Horn will look around in the Portland area to see what might be available in terms of facilities and costs. The Regions will be developing a list of specific topics that the R.E.'s can discuss, including: Road Racing, Solo, Steward Development for Solo Safety Stewards and so forth.

Meeting was adjourned at about 9:30.

Respectfully Submitted,

Gary Van Horn, Chair and Secretary

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