

**Las Vegas Region Sports Car Club of America  
General Membership Meeting**

February 6, 2017

**Call to Order**

Eladio

@ 7:03

**T-Shirts**

Eladio

Entries, contest and voting

On-line contest for design - Kam - same as proposed logo at this time it was the only one.

The more logos the more like a racer we are.

Last t-shirt place had pretty good prices (\$8 for front and back printing) Some sizes were more \$\$\$. Consider thread count and quality - need to be 100% cotton

**Logo**

Kam

New/Old location and storage

Discussion to keep historic logo - traditional -

Any other ideas for logos send to Eladio More ideas are better

Marlon was looking for a vector file.

JC has a .tiff still low resolution.

School first - then other shirts

**Trailer**

Chad

Clean up and repair report

Can we do a the stuff at the event on Sunday. Allon says that we need a can of Henry's from Lowes. Could this be someone's work assignment. Need a brush putty knife roller and a ladder. Who can do this Kyle volunteers will go on Saturday and Kam will go too. Dale S says to make sure that we get aluminum based sealant.

The score-board was not checked. We could do the event without the board. But JC says it should be good.

**Check-In**

Eric Stone

Self check-in electronically

Eric is not present - we are not sure of the pro's or con's of this proposal.

Use motorsports reg as a check in to cut down lining up in the que. Either a line for a puter or on their own phone.

Will add this to the next general meeting.

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Pre-Registration

Kam

General membership query and discussion

**Proposal:**

Make Pre-Registration Mandatory at all events, eliminating on site registration

**Purpose:**

To improve day of event process, thus allowing for more runs for all drivers

**Benefits:**

Ability to create run groups prior to event start

Ability to create work assignments prior to event start

Vehicles in run group 1 can be positioned in grid prior to driver's meeting, allowing event to increase productivity

Worker check-in is eliminated prior to run groups

Worker Chief can focus on ensuring appropriate coverage and validate workers are at assignments

**Concerns:**

**Participation will decrease.**

This can't be proven until tested.

Prior to Summer 2016, On Site registration averaged at 20 entrants

Post Summer 2016, On Site registration averaged at 25 entrants

There's a direct correlation between the higher number of onsite registrations and the previous Registrar submitting charges late.

Data polled from the past 5 events, have shown roughly 23 people have attended 2 or more of those events and have not pre-regged 2 or more times. Of those 23 people, 12 of them have 100% of the time have not pre-regged.

Since Sept, we have had an average of 75 pre-regged

Since Sept, we have had 9 pre-regged NOT attend an event. 8 were for the wet January event

Since Sept, we have had 97 entrants

Logically, it would seem participation will reduce slightly, but it's marginal in scope

**What if someone forgets to pre-reg?**

Exceptions can be made, however it would be tracked to avoid abuse

Email will be sent out a month prior to an event to promote the event. This will be sent to anyone who has attended an event and is currently subscribed to MotorsportsReg emails

Facebook events will be created for each event, which will include verbiage that indicates that pre-reg will be mandatory

Facebook posts will be made a week and two days prior to the registration closing

Driver's meetings will reinforce the above communication

**How do we manage cancellations?**

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The onus would be on participants to cancel before the registration closes. Exceptions can be made to issue refunds, however, it would be tracked to avoid abuse

**What if I don't know if I can make the event?**

Event registration will close on Friday at 5pm, for Sunday events. This should be enough time for most people to have an idea of whether they can make an event or not

**Process:**

**Prior to Event**

Event info will be posted accordingly (website, facebook, etc), providing necessary info

Participants will log into MotorsportsReg, where they will register for the event  
While registering, participants will be asked for the work assignment choice.

These choices will be honored as best as they can.

A week prior, a follow up email will be sent out to participants to remind them of the event.

Two days prior, a follow up email will be sent out to participants to remind them of the event. Ideally, this will include a course map

Registration will close on Friday at 5pm.

The Timing and Scoring Chair will begin creating run groups and work assignments.

Once complete, T/S Chair will email the Run Groups and Work Assignments to all participants, the Saturday before the event.

**Day of Event**

Participants will arrive to the event and begin signing the required waivers

Participants will proceed to registration where they will check in

Registration will confirm the vehicle, number, run group, and work assignment.

Any changes can be made then

Work assignments can only be changed if the person does it on a swap basis.

ie. Work station 1 instead of station 3, the person requesting is responsible that the worker being replaced at station 1 is moved to station 3

Participants will proceed to tech

Once complete with tech, participants will park in grid if in run group 1, otherwise park accordingly.

Participants can then walk the course.

Driver's meeting will start at 8:30a. Once done, Worker Chief will then begin to help with any worker assignment questions and validate that course workers are where they should be.

Event proceeds as normal

**Proposal - Make pre-registration MANDATORY.**

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Benefit - create run groups and work groups to be created and mailed to participants early.  
Worker nazi will be able to confirm and re-arrange as needed.

Cons- Onsite average 20-25 there was a direct correlation between late charge and on site registration.

23 people on site 12 NEVER preregistered.

Since Sept 75 preregistered

9 didn't make it to the event

8 were for rain.

Since Sept average 97 participants.

There may be a reduction of participation but limited

People who forgot- can make an exception, but tracked to prevent abuse.

How do we manage cancellations - it primarily falls on the participants. Emergencies can be managed.

Registration should close Friday @5. If you don't know if your car would be running by the event it may not be ready.

Work assignment choice will be a part of the registration and will be followed to the best of our ability.

Timing and scoring will create run groups and work assignments on Saturday and they will be emailed to the participants.

Work can be changed on a swap basis.

Run group will park in grid at the beginning not after the drivers meeting.

??

Waivers - can you add these to registration? No not an electronic signature, Speedway still has a waiver that must be signed.

Allon would like to see manual registration continue. It is customer service and member services.

JC would like to see a better worker management. Rookies aren't packed onto the same station. We won't know until we try this.

Exceptions can be made.

Fortunately, at this level we know most of the participants. This is a help in deciding the workers.

Randy says we have a lot of walk-ups at the Silverton.

Kam - Possibility of the Novice group - especially at the Silverton.- this group is allowed to on site registration. This would allow us to assign a liaison and a few other things.

Randy - How do you plug in your free autox.

Jill will email Pam and get the list of Christmas free autox and relay it to JC for input.

Dale - How to cancel - find the event dashboard- change update and cancel registration. Also send JC an email

Dale - says that he has NEVER been to a place that if you don't show up you get charged.

Stephen says that JC answered the questions.

Paul D- how late can we cancel the events? Need a cut off date. How late can we wait.

Gerrin - If people get charged - do we have to refund or get a credit.

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JC wants to see the charge in place for now - this way it will encourage ownership of the registration and encourage cancellation.

How has the process changed for charging participants. - disclaimers on the registration about cancellation

Flexible Classing

Paul P.

Appropriate classing for competition, for non competitive modifications

Proposal:

- A local rule that provides exceptions for modifications that provide no competitive advantage over a car strictly built to the class rules.

Wording:

- All competitors are expected to adhere to the spirit of the rules for their class but the club maintains some understanding and will overlook non-competitive modifications that may not be prohibited by the national rules. Provided the competitor is open and honest of his modifications and understands that if another competitor protests and/or at the description of the board will be required to move into the class that is more inclusive of the actual modifications. It should be noted that if a person intends on competing at the national level they would need to strictly conform to the national guidelines.
- If a competitor is moved he will not lose points from pervious events however they will not be moved to the new class.(could discuss moving points to the new class however it may be problematic)
- If a competitor is found to have not been open and honest about the modifications they will forfeit all points earned during the season in that class.
- An STR car that cut their hood in a small section to fit an intake that was removed for STR competition would not be forced out of STR because of the small cut however if they had that intake in which could provide a competitive advantage they would not be allowed to compete in the class.
- There was a mini ICW GP that has factory 80 TDW tires and per national rules the lowest class allowed is DSP however we could as a region allow that person to compete in STX provided that they were well within the class rules on tires.
- The 350z Nismo was also not listed for competition in street touring forcing me into street prepared, I believe it was due to the factory tires being larger than Street touring allowed however if I brought the car down to the allowed tires it would have benefited to compete in the lower class instead.
- The competitors would be asked to consult with the classing expert that our region appoints this year to handle classing question and if a protest from other competitors is launched it should be put to a vote for the board of directors. The vote would help mitigate a protest by someone who is simply launching the protest to simply complain.

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- A list should be kept and available to other competitors so they can see what has been allowed and what has been denied.

Local rule for modifications that don't provide a competitive modifications Don't want to create a "local" class. Lists of mods. If E stock 7" wheel shows up with 8" wheel protest.

Short roll bar - protested

Person in charge of class police - Paul P. will take care of study up on rules and work with Dave Hironaka -

Somebody with an annual tech pass would NOT be required to re-tech.

Tech will refer anyone to the Class Police when they see aftermarket parts and hop ups.

After every run or heat - we don't really run an impound. Regionally, are we at that level?  
Do we need that system of protest? Let's send protests through the Class Police.

Emergency request -

Saint George - We need to make a decision NOW -

Proposed date April 22-23

John needs a contact - he doesn't know who to talk to and

Paul D.I says we should send John after a couple of phone calls

John will report back at 2/23

**Meeting Adjourned**

Time: 7:59

**Next Meeting:** BOD February 23; General Membership March 9

**Next Event:** Sunday February 12

In attendance: next page

