



Buccaneer Region Board of Directors Meeting February 8, 2021—Go-To-Meeting

Present with GTM: Don Johnson, Bill Dennis, Chris Ronson, Harvey Lewis, Larry Morgan, Mark Eversoll, Bob Horansky, Kenny Lee, Tom Neubeck, Karen Kern, Michele Eversoll, Ron Ogletree, Jack Abbott, Nona Heinzen, Bob DeLoatch and Hans Bliss

Call to order: 7:02 pm, Don Johnson

JAX SOLO- Tom began by wishing everyone a Happy New Year. He said they had their first event yesterday, Feb 7 and had 78 drivers with 16 of them being novices. He said the push to find new drivers that they started last year looks to be continuing in 2021. They will only host 8 events this year since Amelia has limited them to only having 6 events this year. Typically, they would have 10 events at Amelia each year. Amelia has cut the events in order to sustain the runway. Tom gave bank balances.

Don asked if he had made any inquiries since he had asked for resources at previous meeting. Tom said that he had inquired about a huge parking lot at the Fairgrounds out in Callahan. He said he is in talks with them and that he's also looking at possibly sharing events at Reynolds Air Field outside of Greenco. Ron Ogletree asked Tom if he worked at Cecil Field and Tom replied that he did. Ron would like to get together with him since Ron also works at Cecil Field. Don asked if anyone had any questions for Tom. No one did. Don thanked him for his work.

SAV SOLO- Kenny said their last event for 2020 was on 12/12/20. They had 75 drivers for that event. He said they are continuing to follow all guidelines and precautions per health officials. He gave bank account balances and presented a spreadsheet for breakdown of costs.

He said they don't have an event in the near future aside from the one at Roebling Road in May due to Hutchinson site renting out the paddock space to store equipment that is part of the expansion project for the Savannah Convention Center. He is in the process of looking for other possible sites. He said that GA DOT has the authority over all airports in GA and that is difficult to get authorization for anything that isn't aviation. Tom explained that the reasoning behind that is that if the site is used for anything other than aviation, the airport can't get federal aid for repairs, etc.

Chris said that there was a mall near him, Brunswick Mall, with a large parking lot and that a lot of the anchor stores had or were closing. He offered to check with the Mall if we are interested. Don said that he would send Tom, Kenny, Chris and Ron their respective contact info so that they could discuss properties/options.

Don asked if there were questions for Kenny. There were none. He thanked Kenny for all he does.

TRACK MANAGER REPORT- Jack then spoke about the activities at the Track since the last meeting. He said they have been continuing with maintenance projects. They have filled cracks from start/finish to Turn 1- a very wide area. He has been getting quotes about tree trimming and stump grinding, as well.

They have had numerous groups come through since Dec 12, 2020. Podium Motorsports came in December and plan to make it an annual event. They have a few groups that are fairly new and some that are adding additional blocks of days to the calendar. NASA SE has booked another event for 2021 making them have 4 for 2021. There are a few motorcycles groups that are returning for several events in 2021. One of those groups is EvolveGT out of Richmond, VA. In February they have quite a few motorcycle groups.

They are looking forward to SCCA coming the weekend of February 26-28. For the RRR test day, they will start at 8:15 and run to 3pm. Then at 3 they will turn the track over to the SCCA Buccaneer Region School.

He talked about the March calendar being full every weekend with Just Track It scheduled 3/27-28 and already have 120 cars signed up.

Jack said that they have transferred \$26,812.17 for the January MM transfer. Jack then gave bank account balances and then asked if anyone had any questions. Larry asked if Jack was handling recruiting for the Friday Test day and Jack replied yes. Don thanked Jack for all of his hard work.

TREASURER'S REPORT- Michele presented the Profit and Loss for 2020 with comparison to 2019 and also P&L for period 2021 with comparison to 2020. Ron asked what was the main driver for the loss? Michele replied it was because we didn't have the Jim Stark event. Michele explained that the report is a cumulative net effect from the year before.

Then she presented the Balance Sheets for January 2021 with comparison for 2020 and 2020 to 2019. She said if anyone wants to see the expenses for each event, they are shown in the P&L breakdown.

Harvey asked if we have a BB&T securities account and a separate MM account for the track. Michele replied yes. Michele tried to explain the loss but said there is a gap in the books in the balance carry forward and she has asked Brad Lucas for beginning numbers.

Don reminded everyone that it had actually been discussed at the last meeting about going into an Executive meeting to discuss the BB&T account and other finances in general. Don asked if Michele wanted to reach out to BB&T or if she wanted him to. Michele will contact Michael Hoffman about getting the contact information/origination documents for the BB&T account and then will get back with Don so that he can set up an Executive meeting.

Don asked if anyone had any questions for Michele. Jack asked about the MM balance all being in one bank due to FDIC limits. One of the reasons that was presented for RRR to move the money from SunTrust was because of the FDIC insurance issues. The monies have been moved but to only one bank still. The interest rate is much better at Great Oaks than it was at SunTrust but all of the money is not insured. Michele stated that she believed that Brad Lucas had addressed it in an email that 'there hadn't been a run on a bank in quite some time.' But that the bigger driver was the interest rate. Michele clarified that the original recommendations for moving the balance from SunTrust to Great Oaks was related to the poor interest rate on the SunTrust account. Secondary was that all track funds were in one bank. Don said that as long as the situation is somewhat stable it would be okay to leave it there. Don said that there's the advantage of earning more income but if the situation changes, we might do something different. At this point we are looking at spending all of that money on the re-paving project in 2022. In conclusion, Don said he thinks what Michele is

saying, and he tends to agree with her, is that we can leave it where it is until we pull it out for the re-paving project.

Don asked if there were any other questions for Michele. There were none.

RACE CHAIR REPORT-

Driver School/SARRC- Don said that the SEDIV annual meetings were this last Saturday, Feb 6. Executive, General and the REs meetings on calls. Bill was on the 2nd call and noticed some inconsistencies. Don said he called Steve Strickland to clarify how the cost sharing is going to take place. Essentially what's going to happen is we'll put everything together and then split the loss between us and SEDIV. As of today, we have 18 students signed up for school and 34 drivers for SARRC event. Don will authorize Karen to do more extensive advertising to help. Don will call with Sara Snyder, our Chief Steward, after this meeting regarding sups and some changes to the schedule, but they'll be going out in the next day or so.

Don asked if there were any comments about drivers' school? Bill asked is it "all or nothing?" Meaning are we going to do the drivers school and a 1-day SARRC. Or are we going to consider having the drivers' school and NOT having the 1-day SARRC? Don said that is certainly something that we could consider. Bob said that it's a little too late for those 34 drivers who are planning to come. Bill said he thinks Bob is right but he thinks we are going to lose some serious money. Bob then said it was back to the original question—Does SEDIV really want to have any drivers school? It's a typical problem, reasonably small regions can afford to put on a driver school. The larger regions can't afford to put it on due to the costs of the tracks. Bob said the last driver school in Atlanta was in 1999—Bob was the Chief Steward. Karen asked what the "break even" point was for participants? Don said he thought it would be close to 30 students and 50-60 drivers for SARRC. Bill said that he thought we would need 70-80 SARRC drivers. Bill said he didn't want to get into a debate of whether we should have or shouldn't have. He just wants to know if we are considering to cancel one or not. Don said if the Board voted to cancel an event, he would be bound by it. Bill said he will not motion in that regard. What he will say is that it is not a driver's school....it is a driver's school, a test day and a SARRC. If we are going to do this next year, he is recommending that it be a SEDIV event, not Buccaneer Region and SEDIV event as he only sees problems with it. Bob said SEDIV should be supporting all of the Driver's schools in the region. Harvey agreed saying "Amen to that". Ron interjected that from a historical point, he recalls the school always had great numbers. He asked what had happened? Where are all of the drivers getting their licenses? Don deferred to Bob Horansky. Bob said that there used to be one way to get an SCCA license—the school. Now you go to numerous sources to get them. There are so many ways to circumvent the SCCA drivers school. The SCCA drivers school is one of the best schools in comparison. Mark said that the entries for the school fell apart in the recession of 2007-2008 with entries going from 60 to 13-16. He said that there are 13-14+ entities that you can get licensed by and then you can by a WEEKEND SCCA membership to get in with. Ron stated that it looks like SCCA has legislated out of our hands anyway for us to offer a school and make any money. He is of the opinion to tell SCCA that we aren't doing them. Bill said that both Bob and Ron are right. And that due to this, we should call it a SEDIV event only. Don said that for the past 5 years or so they had been able to have the school by partnering with SVRA because we shared the loss with SVRA. Ron suggested that we need to bring this up to both the Area and National Conference because there is no value to us having it. Bob says we also need the Florida Region and the Central Florida Region's opinion. Ron said he thinks the REs should teleconference to see other opinions. Don said he will do that. Karen had two questions from a marketing standpoint: What benefits/value is there in drivers coming to SCCA school? And the school is a foot for them to come into SCCA road racing. Bill said the value is that we have the opportunity for training for Open Wheel as other programs don't allow Open Wheel.

Bob DeLoatch asked “pertaining to this year’s Driver’s School, what are we looking to do to control our cost? Will workers be compensated? And if the worker is also a Region member, can we only compensate them at the SCCA rate rather than the track rate?” He said that it looked like we are slim on worker sign up at this point. Larry says there are 6 people for Flagging so far that have signed up. They will let Jack know if they need workers a little closer to event time.

Jim Stark- Bill said we are in good shape as far as the Jim Stark goes. He said that he is handling the paperwork and Don is handling the people. Don said that he had heard from Kat Buell that Larry is coming up for the SARRC so we will have sound. Betsy Speed is the Registrar. Bill asked Karen if she would work with himself and Don in late Feb/early March on marketing strategy? She replied, absolutely. Bill said he felt like we were all set to have a successful relaxing event. Michele asked where the relaxation comes in. Bill stated that on Saturday they will retain the 20 minutes practice qualifying and the Saturday races will be 25-minute races, not 30-minute races. Then on Sunday we will flip it around. Practice on Sunday will be 15 minutes and the races will be 30-minute races. He expects to finish up around 4 pm on both days. Bob DeLoatch said he’s in favor of tightening up the schedule so that everyone could get on the road. Larry said he agreed with Bob on that. Bill asked Larry if he could have a direct conversation with the Chief Steward when he gets to the track. Larry said he definitely can do that.

Track Event information- Bill carried over into the Track event portion. Bill said he would like to incorporate a track event into the Summer Haze event. He said that Jon Krolewicz, a former RRR manager, is the point-man for SCCA track events. Jon has fond memories of RRR and is very knowledgeable. A track event is similar to a road race but the officials are optional and arbitrary. Staffing is the same as far as corners and emergency personnel. Bob H said you need a Safety Steward. Bill said they can take this offline and resolve that issue. Bill said there are more relaxed standards because there are passing rules. Bill said he is asking the Board if they want to replace the Vintage with an HPDE track event. Ron asked who the Vintage Organization was and Bill replied that we were. Ron said he knows of people that are doing this and he thinks that if we can get one on a weekend, it will be good. Bill said we are serving two masters—Buccaneer Region and RRR. He said we can include it into our Sat/Sun. Ron suggested that we could give the workers an incentive by giving ‘free time on track’. Harvey asked how this compares to PCA events? How are people qualified? SCCA needs to become more user friendly. Bill stated that Jon’s philosophy is “It’s all for fun!”. It’s more fun, less stressful in several ways. Instead of an SCCA steward signing off on a car, the driver signs off on his own car. Bill said that a track event participant has a logbook that’s different from a road group logbook. He said he asked Jon if a driver could advance to the next run group the same weekend and he said Yes. Harvey asked if Instructors ride with drivers and Bill said he didn’t believe it was allowed. Harvey asked about equipment needed and Bill said a compliant helmet, long pants, close toed shoes and a 3-point system car. Requirements are similar to Auto-cross. Don said that he understands that if we do it, we don’t want to make it any more restrictive than it needs to be. He asked if we needed to vote on it. Bill asked that Nona go down the list for the vote. There were 6 yeas and 1 nay. Bill said now that we have our votes, I will prepare to return to this at our next Board meeting.

Don said that the time was approaching 9:00 pm and asked if there was a motion to adjourn. Larry motioned to adjourn and Mark seconded the motion. Meeting adjourned at 8:54 pm