

INR BOD Meeting - Minutes

December 2, 2015

Attendees:

- Gabe Argenta
 - Ron Spear
 - Alex Samardzich
 - Keith Wilkening
 - James Rose
 - John Glynn
 - Vishad Patel
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- Immediate Discussion:
 - S.R.'s Appeal – SR sent Alex a formal request to appeal the board's decision to terminate his membership. We discussed the conditions of his arrest and the impact to the club. We defined conditions that need to be met prior to reinstating his membership. John and James agreed to meet with SR to hear the reasons for his appeal.
 - Trophy? – To be determined
 - Safety Follow-up from last meeting
 - Alex compiled a list of questions and answers regarding course safety and accountability. See below.
 - 2016 BOD
 - Ron Spear as RE
 - Keith Wilkening as Asst RE
 - John Glynn as Treasurer
 - James Rose as Secretary
 - Gabe Argenta as Solo Chair
 - Chuck Wheeler as Member at Large
 - Jay Sealy as Member at Large
 - Treasurer's Report
 - Current Balance See Attached for details. \$11,647.87
 - Membership Chair
 - 128 Members
 - Activities/Events
 - Christmas party Dec. 5, @ Gelsosomo's @ 6:30 pm OK
 - Awards Banquet: January 23rd @ Radisson
 - RSVP – Keith to take RSVP's via email and phone
 - Food and details selection complete – Same as last year with cash bar.
 - Trophies - Final decisions? Helmet bag/Picture
 - Class trophies
 - Soloist – Nick Zelisko
 - Novice – Alex Evanich
 - Spark Plug – To Be Announced at awards banquet
 - Cone killer – To Be Announced at awards banquet

- Dirty Dozen – Tire Rack Gift Cards? – **Tentatively, Yes.**
 - Raffle
 - **2016 Solo Season**
 - **Tire pressure gauge**
 - **Other Misc Tools**
 - Road Racing/Rally
 - Meeting Update – James – **No significant news to report**
 - Solo
 - **Bus clean-out and rearrangement – To be completed in the spring.**
 - **We discussed the 2016 season. We are planning on a test and tune day, a day prior to an event. Potentially early summer.**
 - Autograph - 723 addresses - 179 opened last newsletter
 - Conclusion
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Addressing Solo Event Safety Concerns

My purpose for compiling this document is to address concerns regarding appropriate conduct for resolving Solo event course corrections in order to maintain the highest level of safety.

Who is responsible for bringing attention to safety concerns?

- Anyone at the event

Is the RE liable for any accidents as a result of unaddressed safety concerns?

- This was my concern, however the RE is not liable. The SCCA has D&O Liability insurance (Directors and Officers) which protects them from legal obligation regardless of whether or not their signature is present.

If a member identifies a safety concern and the event safety steward dismisses it, what responsibility does the member/driver have?

- According to Doug Gill (SCCA Rally/Solo Competition Manager and safety committee member), the safety committee encourages all participants at an event to address safety concerns. In the event all avenues of resolution have been exhausted and no corrections have been made, SCCA suggest that the member not participate in the event.
- Doug Gill also indicated that in safety steward training, that licensed safety stewards who are not identified as the chief safety steward for the event are not authorized to stop an event in the event a safety concern is not addressed, and advised not to participate in the event.

Note: During my conversation with Doug Gill, he mentioned that nearly 9 out of 10 reported incidents at solo events involved the finish line. He also mentioned that there is nothing wrong with a fast finish. A fast finish with appropriate run-off is better than a choked finish that encourages aggressive driving.

When is the most appropriate time to address a course safety concern?

- At any time during the event.

Who has the authority to shut down an event?

- According to Doug Gill, the Chief Safety Steward, Solo Chair (or event leader), and RE.

In response to the comment about interrupting a driver's meeting to announce a course correct:

- If there was any point in a day when announcing a course correction that was designed to alleviate a safety issue, it is during the driver's meeting when all of the drivers are presumably in attendance and giving their attention to those leading the meeting.

In response to the comment regarding our disputes with Stuart Laks

From the June 2014 meeting minutes:

The board talked about course design and one of the issues was changing the course design after registration opened. It was decided that the course can be changed any time before 9:30am (the day if the event) but then the course will be "locked" after 9:30

From the July 2014 meeting minutes:

We talked about concerns (again) regarding late changes to course designs. At our third solo the finish was changed at the last minute to make it slower but arguably made it more dangerous especially for rear wheel drive cars. There will be a meeting of the INR safety stewards regarding this issue before the next event.

In June 2014, we elected to have a cut-off time for any course corrections. However, in July, we continued to discuss the issue since no resolution had been made. The meeting between all of the safety stewards was held prior to an event in July. Present were David Gushwa, Stuart Laks, Garrold Shaffer, Jason Gast, Gabe Argenta and myself (possibly Vishad Patel). At the time, I had researched all material available through the SCCA and learned that Stuart was well within his rights to point out safety concerns and **at any time**. We had discussed that the requested changes be approved by the solo chair as well as the chief safety steward of the event.

In response to why I chose to wait to address the issue only after I spoke with other drivers:

- When I walked the course that morning, I noticed the finish was rather challenging and had concern but not enough to act on it. I've always trusted course setup and safety to make the right decision. As I spoke with others through the morning, my concern about the finish deepened. Regretfully, it wasn't until moments before the driver's meeting that I felt strongly enough about the issue that I believed it needed to be addressed.

In the end, my concern has to do with recent actions of the BOD against myself, that would discourage members, BOD or not, from addressing potential safety concerns. I do not believe that there is an inappropriate time to stop an event and make corrections to ensure the safety of the drivers. Considering my time in the Steel Industry, safety is pushed and driven to be the most important aspect of our job. Addressing safety is not only the responsibility of each person, but required as a condition of our continued employment. Failing to acknowledge and address safety concerns is grounds for termination. Please consider everything I've compiled in this letter when addressing safety concerns in the future.

-Alex Samardzich

Additionally: Mark Sommer is the Great Lakes Divisional Safety Steward

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Indiana Northwest Region SCCA 075

Treasurer's Report for the period 11/1/2015 to 11/30/2015

Cash Reconciliation 12/01/2015:

Cash Balance as of 10/26/2015: \$13,520.94

Cash In:

SCCA Payables: \$45.00

Turkey Rally: \$300.00

Total Cash In: \$345.00

Cash Out:

Cash: Don Pedro's Mexican Restaurant – Lunch for Turkey Rally Winners and Rally Master: \$45.00

Debit: SCCA Sanction & Insurance Fees for Event #9, 10/11/2015: \$80.00

Debit: Food Bank of Northwest Indiana Donation: \$2,000.00

Check # 1493 – Progressive Insurance Account Adjustment: \$13.00

Check # 1494 – SCCA First Gear Memberships: \$30.00

Check # 1495 – Alex Samardzich: Food for Nov. Board Meeting: \$50.07

Check # 1496 – SCCA Payables – Weekend Memberships: \$100.00

Total Cash Out: \$2,318.07

Cash on Hand as of 12/01/2015: \$11,547.87

Payables:

Total Payables: \$0.00

Petty Cash: \$100.00

Cash Available: \$11,647.87

Notes:

Receivables: \$200.00 – Chuck Wheeler – Sale of the Trailer