

MINUTES
EAST OHIO REGIONAL MEETING
BELGRADE GARDENS, AKRON, OHIO
DECEMBER 1, 2018

Regional Executive: Terry Muich

Regional Competition Director: Al Flanhofer

Regional Membership Director: Cheryl Getzy

Regional Secretary: Ryki Woods

Regional Treasurer: Peggy Stephens

Attendees:

Governors:

Corvette Cleveland - Al Flanhofer

Buckeye Corvettes - Barb Kukasky

Mid-Ohio Corvette - Dan Gallagher

Mahoning Valley Corv - Dan Sicilia

Mound City Corvette - Dave Brennan

Tiretown Corvette - Peggy Quine

Lake Shore Corvettes - Bob Niznick

North East Ohio Vette - TR Aldrich

Fun Center Corvette - Mickey Ouellette

Medina Corvette - Rich Brooks

Kanawha Valley Corvette - Chuck Stephens

Competition Corvette - Fred Dugach

Guests:

Carol Engel

Janice Sudia

Ray Valentine

Andrea Sudia

Warren Obert

Calvin Woods

Dan Tuck

Judy Sicilia

Dave Kukasky

Susan Hamilton

Steven Hamilton

Ted Vanelli

Michael Getzy

Joe Mattingly

Bob DiCarlo

Kathy Brennan

Dave Comparette

William Ambuter

Patrick Adams

The meeting was called to order at 9:50 am by RE Terry Muich.

The meeting began with the Pledge of Allegiance. Terry has not been notified of any members who have passed away since our last meeting. Terry Muich introduced the officers.

Minutes - Ryki Woods

Terry asked if everyone received the minutes from the last meeting. Mickey Ouellette had a correction, under "Finance/Budget - Peggy Stephens" under Hall of Fame, they don't get their hotel room, they do get their meal, they get an award and they get a pin. It is not in the SOP that they get their hotel room. A motion was made by Chuck Stephens to accept the minutes as corrected, seconded by Rich Brooks, motion passed unanimously.

Treasurer's Report - Peggy Stephens

Terry asked if everyone had gotten the Treasurer's Report and Peggy said she has extras if anyone had not. Terry asked for corrections, there were none. A motion was made to accept the Treasurer's Report as printed by Fred Dugach. Rich Brooks had a question, regarding the increase in Regional dues and revisiting the Jean Kutty Fund. Terry Muich said we had talked about it last meeting and will revisit it today. At the last meeting we agreed to donate the \$1,000 to St. Jude's for National and we will get into this further later. Rich Brooks seconded the motion on the floor to accept the report, motion passed unanimously.

RMD - Cheryl Getzy

We have 13 clubs in our Region, we did lose Central West Virginia, they have withdrawn. As in all the states, we saw a big reduction in membership, losing a lot of members, which Cheryl says probably has to do with age. Our largest club is Buckeye with 241 members, Corvette Cleveland has 180, CCA has 105, Lake Shore has 102, Mahoning Valley has 99, Tiretown has 78, Mid Ohio has 59, East Ohio has 54, Mound City has 19, Medina has 17, Corvette Canton has 11, Fun Center has 7 and Kanawha Valley has 75, giving us a total of 1,047 members in the Region.

FCOA - Our Region has 152 members. If you have someone in FCOA, please keep up with their address, if they move be sure to update. If the change of address is not put in, the materials the kids are supposed to get comes back, so please keep this up to date.

Also, Cheryl needs everyone to go through and purge paperwork, you need to have the 2019 NCCC application, dated 2019, she has received 2017, 2016, 2018, she definitely needs the new one, so if everyone still has the hard copy of an older application, throw them away and please go on the website and print out the new ones. The new cards will be coming out the end of January and Cheryl showed the envelope they will be coming and explained the picture which depicts the mountains because of the Convention being in Colorado next year. they should be out the end of January. Also, if you have any renewals, she needs them no later than the 10th of December because she still has to process them. On the 15th of December, the system goes down and will be closed probably until the 1st or 2nd week of January, you cannot access the system. If people

come to you after that date and say they forgot to renew, they have to pay the late fee of \$10 on their primary membership. If there are new governors that she hasn't been told about, she needs the information on who they are. Cheryl then asked if there were any questions for her. There were none.

Terry said in following up on what Cheryl was saying about the governors, make sure you go on your site and make sure that on your club website that the officers are listed properly and you also need to go on the database and make sure that for all your members you only have one email address. If you have a primary and spouse, they have to use only one email address for the National database. Just put in one and leave the other one blank or the system will cancel it out. Rich Brooks talked about this happening to him in his club. Also, as Cheryl said, make sure all FCOA information is correct. Cheryl said that is why she stressed when renewals are done to check everything, phone, emails, etc.

Cheryl emailed all of the governors to check their rosters over, because when the new cards come out, that is where they are going to go, so if something is incorrect, they will go to the incorrect address. Also, please check spelling of last names as well as street names. She only heard back from a couple of governors saying they have done that.

Terry said case in point, when you printed the clubs in the database, it showed 15 because North East Ohio Vette Club had an underscore, so they listed it twice. Terry asked if there were any more questions regarding membership. There were none.

RCD - Al Flanhofer

Al began by talking about the RCD meeting in St. Louis. As you know, the Rule Book is usually two years at a time and the current one was the 2017-2018 Rule Book. They posted a redline version of the 2019-2020 Rule Book, but it wasn't posted on time to get approved, so what they are going to do is use the 2017-2018 Rule Book in 2019, because the thought is Joe Eller who is the Competition Director was just elected (for 2018-2019) and the Rule Book ran 2019-2020, they want to continue on with the old Rule Book for another year and repost the one listed as the 2019-2020 Rule Book and call it the 2020-2021 Rule Book and then it will coincide with the National Competition Director's term.

Last year there were three records set in drag racing, but our Region doesn't really do drag racing. Mike Willis in Corvette Cleveland used to be a semi-pro drag racer and he has questioned if we will ever have drag racing in our Region and Al said he is not sure if we even know how to put one on. He told Mike that he should come to St. Louis with Al and talk to some of the Regions who put on drag racing events, Al asked if there would be interest in drag racing. Al mentioned possibly setting up to see how many Region people would show up. The suggestion was made that the easiest way to do a drag race was to do matching times. Fred Dugach asked if Thompson Raceway would be considered and Al said if we decide to do it, but it will not happen this year, this is in the future.

Also discussed at the meeting was the fact that they made some new classes for the M class, they set up the 3M class for anyone buying a new ZO6 and make it an RP, there is a

class for that.

Regarding low speed racing, for the last couple of years we have done an annual helmet inspection. In the NCCC Rule Book, we are allowed to do an annual inspection on the cars. In fact, it says "If a Region chooses to use an annual tech, the RCD will organize a thorough tech inspection team and will perform a thorough tech inspection at the first event that an entrant attends. The entrant will receive a security sticker or an annual tech card" (it is supposed to list the Corvette vin number and model) "and the entrant will still need to have their car's class verified at each event". Al was thinking when we get our annual decals made up for the helmets, we should do an annual tech too and whichever club puts on the first autocross of the year, just do a thorough tech and we will put a sticker on the car and then they are checked for the year. Al asked for opinions on this. The question was asked if the car doesn't have a vin number (i.e. RP). Mickey Ouellette said that Al had said that it is already in the Rule Book, but in the new Rule Book it is listed in red as an add on, so it is not in there already. Al said they did approve it last year. Terry said that they approved it to go into the new Rule Book, however, we are reverting back to the 2017-2018 Rule Book for next year, so it is not in that Rule Book.

Bill Ambuter had two questions. He asked about the truss bar, and that was just a clarification of the existing rule. His other suggestion was that for the annual tech inspection it will be too complicated to do at the first speed event, is there a possibility that it could be done at another location prior to the first race, so the tech inspectors can actually do a "real" inspection. Al said he didn't think anyone would want to drive their car out just to have it inspected for an autocross. Terry said that the rules do state that at any time during an event anybody can be re-teched, with no reason given, at any time. It is already in the rules, the old rules and the new rules. Terry feels that the way things are going he personally would like to let things just slide the way they are. Doing an annual tech in the spring, some people would be in Group 3 and in the next event be running in Group 1S with the same car. Mickey Ouellette pointed that it says that you can do it before the first event and Terry said yes you can. This must be done every time for high speed events. Terry said tech is to make sure the car, as easy as you can tell, is in the proper class. So if they come and the tires are sticking 6" past the wheel wells and they want to run 1S, that might be the wrong class. The next thing tech is for is to make sure the car is safe and that is a difficult thing to do. For instance, do you have brakes? Years ago the lower control arm broke on Al Etzel's car and at the same event Terry popped a stud. So even though they are teched, cars do sometimes break. It might be fine, so Terry's thoughts are, the way we are doing it, we don't do a "thorough tech", per say, but just make sure the battery is not falling out, and other obvious things. So he (Terry) thinks it is up to the Region to do it, but his personal thoughts are to do things the way we have been doing it. Peggy Quine said we should do at least a safety check before each event, oil leaks, lug nuts, brakes. Terry said when he first started doing it, they used to jack the cars up and check the wheel bearings and he found a couple of cars where the bearings were too loose. We don't even jack them up anymore for the tech. As a rule, if you drove your car there and it is not overheating and fluids are not dumping on the ground faster than you can pour them it, it might be alright. On cars brought in on trailers, they might need to be looked at a little closer. Rich Brooks said that sometime

ago he had a conversation with someone and they informed him that it was their opinion that the East Ohio Region didn't run any of their events according to the rules and that got him to thinking. His club decided that they would like to do a funkhana in conjunction with the car show this year, however, looking at the tech sheet for autocross, funkhana and drag races, it says that the car has to be jacked up and the wheel play has to be checked. Terry said that is correct. So Rich's question before the bidding starts, he has no intention of doing that, he has been down that road already, did what he was supposed to do and then got taken to the cleaners about something sometime later. He wants to know before he bids his event, will he have to do this and if he doesn't do it, is anybody going to complain and are the other governors going to stand behind him. Al said it is the same tech as for autocross and they haven't been doing it for autocross. Rich says he understands that, but he wants to know if anybody complains, is the Region going to stand behind him. Terry said, simply put, if it is in the Rule Book in writing, you should abide by them. If you do not abide by them, you take a chance of someone complaining. Rich said fine, then they are not going to do a funkhana. Terry said the National guys do not come here and check us. They do the same thing. For instance, if you run a red light and don't get caught, it is not illegal. If you do not do what is in the rules that you are supposed to do for tech and someone complains, they are in their right. Terry said no matter what, there always some people who want to cause trouble, usually by nit-picking the rules, by seeing what they can do to cheat the rules and it doesn't matter what is involved, Corvettes, dirt bikes, anything. Anyone who has ever been in a club, for whatever reason for some people that is their agenda, or their entertainment, to see whatever trouble they can cause. Terry said, getting back to the answer to Rich's question, if you review the rules and it is in writing in the rules and it is not performed, you stand a chance of someone protesting and they will win, because it was not done. Rich said okay they will not hold the event. Dan Tuck asked what the ramification was if that happens, does the club lose the points and Terry said that in that case everyone gets 2 points. Peggy said asked if it would then go to NCCC. Terry said it would go through a whole process, because they went to Dale Samuelson on different things like this and it wasn't even a basic "black and white" situation and basically, if it is in writing that this is to be done and it you do not do it, then you are at fault. The question was asked if points were ever lost in such a manner (where someone complained and the complaint went through the process) and Terry said yes, but not in our Region, but other Regions have. It wasn't a tech situation, it was about notification about moving an event, it wasn't done properly and it went through the process and they actually pulled all the points, just like the event didn't happen. What it boiled down to was a couple of people who were competing for points and they went and nit-picked something, but they were right.

Fred Dugach asked if on a brand new car do wheel bearings need to be checked? The answer was yes. Al thinks that is why we got away from the "thorough" tech because most people have newer cars and they are driving them to the event and they felt it probably wasn't as necessary as in the older days, since the older cars need a lot more maintenance than the newer ones. Terry said it is going to boil down to, as a lot of things, that we really don't see the need, so you just kind of let it slide until the situation arises that you get burnt by it, but the risk is there. If you read the rules and it is in the rules in writing, and it is not performed, you run the risk of being protested. And if it is in

writing, black and white, you will lose the protest. Bill Ambuter pointed out that on that note, the automotive manufacturers are slipping. From his expertise, in his line of work, he sees more brand new cars that have major issues than he sees older cars having issues, especially a hub bearing, it is too much of a safety factor and really does need to be checked, even on a brand new car. Al says, based on this discussion, anyone who is doing an autocross in 2019 when the tech is done, be sure there is a jack there, jack stands for checking the wheels. Terry pointed out that the car is light enough that if you grab a hold of the wheel and give it a good yank, you can feel it. Al said then whoever is having an autocross next year, let's start doing a more thorough check. Rich Burns pointed out that with what they just said, if it is in writing and you don't do it, you are leaving yourself open for problems. He read the following, "wheel bearing play, no excess play at 6 and 12 o'clock with tire raised." So, Terry said if we just shake them on the ground and don't jack them up and somebody wants to protest, they will win the protest. So following up on that, Terry said be aware of your participants. Bottom line is be aware of your participants. You should know who might bring that up and who will not.

Mickey asked if we are still under the "red tech", if that gets voted in Region by Region, then 9.7.1.1 and 9.7.1.2 in the Rule Book need to be re-looked at and reworded because if any Region decides to do a tech before they start any events, the first one is worded weird, because "lose all points and awards for the events specified in the protest". Then in parenthesis "(limited to all events in process or yet to be run covered by the same tech)" So this needs to be reworded or else you can have the tech in March, have your protest upheld in June and go all the way back to March to take the points away. That is the way it is worded. Terry said when you start looking at all the NCCC rules, yes, there is a lot of confusion. You can read one paragraph and the next paragraph reverses it. Al said he will bring this up at the next RCD meeting.

Later today in the meeting, as everyone knows, this is where we bid on our sanctions and sometimes there has been confusion on what needs to be paid to bid on your sanctions. If you look in the Financial Matters it says "any club not paying their dues at this time will not be granted a sanction". So as long as a club has paid their Region dues for 2019, they can bid today. On the sanction fees, which a lot of people thought those had to be paid to be able to bid, it says "the sanction fee is due by the date the RCD sets as the deadline". At the last meeting Al did not set a deadline, so what he is doing now, for this year for right now to have sanctions in 2019, have your check sent in by December 31st of this year, so get them to Peggy by the end of the year. What he is also doing right now, for 2020 sanctions, have them in by December 7, 2019, which is our December meeting next year. So lets have our sanction fees in by the December meeting of next year, on or before that date (you can bring your check that day).

At the last meeting Al mentioned about the trailer, etc. Right now, when anybody has an autocross and uses the trailer, they have to keep track of how many labels they use, how many posting sheets, etc. and Al proposed setting an amount, like \$15 per sanction if you take the trailer. Terry will talk about that later. Another thing Terry is going to get more into concerns the 200 club. This was originally formed to encourage participation and we are getting a lot of participation, every year we are getting more and more people in the

200 club, for instance this year we had 81 people in our Region in the 200 club. That is 53 men and 28 women and then we also give workers shirts. We are at a sort of break even point with the sanction fees covering the awards, but now we have lost a club, so if you take the \$250 that each club pays for 10 sanctions, that comes out to \$3,250. Al will be spending more than that for awards this year, so we are getting to a point where the awards are exceeding the income. Terry said he will cover that later.

Another thing Al sent out in an email, regarding Track X, we had a lot of people from the Region come down and we are going to do it again. Al thinks everyone knows the history, we had a convention in 1997 and raised a lot of money, so we bought an acre at the track and got a track credit and Al sent out an email to all the governors to see if there was any interest in our Region putting on another convention. To have a convention, it will take a lot of effort, but first of all you need a Convention Director and Co-Director and they have to contact National and they have to get the NCCC Business Manager and the Convention Steering Committee and we will get a whole packet on how to put the Convention on. Al asked if there was any interest for anybody stepping forward to be a Convention Director, Chair or Co-Chair. The question was asked for what year? Al said they recommend that even after you have your plan together, you must plan at least two years out, so we are talking 2022 or beyond. Al asked if anyone had anybody in their club that would like to take this on, and no one volunteered. The point was made that this involved a lot of work, so Al said we would table this for now.

Al said everyone should have the latest calendar he sent out and we will get to this later. He then asked for questions. Chuck Stephens said there was a question that was brought up in his club. When everyone goes to Convention, they have the drag race and they don't put what kind of car each one is. They would like to have the type of car listed in the results. They have the Class, but not the type of car. Al will bring that up at the next RCD meeting. Also, addressing the 200 club, that was brought up at National about 8 years ago that it was getting out of hand. Terry said it was initiated to encourage participation and it has worked. Al pointed out that back when it was implemented, all the clubs had 7 sanctions and now it has been raised to 10 sanctions so there are more opportunities to achieve this goal. Raising the points total was suggested. Al pointed out that one thing that still keeps us in the black is that we get money from National for the number of people in the 200 club, so even though he will be spending more than the sanction fees bring in, he will be getting an amount from National, so they are still in the black, but it is something we will have to look since it is such a popular program. We have a very active Region, because at the National meetings, there are some clubs in other Regions where nobody gets 200 points. Bob Niznick asked if we have ever explored the possibility of other vendors for the shirts and awards. Al said he has checked and the price is pretty much the same at all vendors. Ray Valentine commented that if you break it down by your individual club, because you have all the people who want to participate in the 200 club from the 13 clubs, look at the money draw you are getting at everyone of the club functions. For instance, for a car show, its 21 points for a 7 sanction show and you are drawing people from all over, what would happen if you didn't have that draw, because if you watch who comes to those events, it is the people in the 200 club. They are going to all the club events because they want the 200 points. So

if you raise it to 250 that is fine, but don't let it go away. Terry said we are not talking about letting it go away. The other thing would be, and this falls back into participation, it was done to get people to participate and now we are complaining because it is working? What Terry has seen is some people get their 200 points and then quit going to events. He realizes everyone has a life outside of Corvettes and anyway, the best you can do is to try to promote NCCC and the Region other than just going out for points. Terry knows that with almost every club here, you have say 100 members and you get 20 of them for a sanctioned event. You go to a winery and you will get 3 that don't go. Basically it is the social aspect, and there is nothing wrong with that, it is just what you want to get out of it. There is really nothing you can do, his personal experience when he first got into it, there were only about 4 people that went to anything. As time went on, as he got to know other people by going to events and was talking to people other than his club and club members would ask "how do you know all these people" and he said "because I go out and see them at events", rather than just staying within your own little group. The 200 point club is a National rule and if you feel strongly about it and you want to raise it, put it in an email to Al and then he will have something in writing that he can take to the RCD meeting and not only can you send it to Al, but if you go the website and copy the VP of Competition. These folks are there for any complaints you might have and unless they hear from you, they are not aware. The question was asked how many people we would drop off the current list if we move to 225 or 250 and the answer was about half.

Al also wanted to mention that Christopher Rosewell from his club is leading the Corvette Caravan since it is the 25th anniversary of the National Corvette Museum and every 5 years they have a celebration. Al then talked about the article in the magazine from the National Corvette Museum which talked about Chris finding a car that his father had owned and presenting it to him at the Museum, after restoring it. He will be coming about noon to talk to us about the Caravan. Terry asked if there was any further discussion for the RCD. There was none.

Committees

Banquet Committee

Joe Mattingly is with Buckeye Corvettes and he is helping to put together the East Ohio Region Banquet. Sue Hamilton is also working with him. They are doing pretty good, things are set with the hotel and the restaurant, the Galaxy and everyone should have received the notice and flyer with selections, if you can, please make sure you post that in your local club newsletter. They would also like to ask for possible assistance from other clubs for Banquet funding. They feel they are doing okay, but they would like to have some prizes, etc. rather than just breaking even. They will be doing baskets and if anyone wants to assist with baskets, they are open to that. So, basically things are going smoothly and they are looking for donations. Buckeye has already donated \$300 towards the banquet, which they have done every year for many years. Terry asked if someone does a basket, where do they want it delivered, the day of, the day before? Joe said they will have to think about that, but probably Friday night would be a good time to drop anything off. They will go out on Saturday for the actual banquet, so if they came in on

Friday, they have time to get everything set up. Sue Hamilton said if they come in on Saturday, they will still take them. So, again, if any clubs would like to donate towards the banquet, it would be greatly appreciated. Joe asked for questions. The question was asked who the speaker will be and Wendell Strode from the Museum will be the speaker and he is coming in Saturday and we will pick up his hotel room for Saturday, they don't know what the subject matter he will be talking about. Terry talked about how at Track X2 they took Wendell's military friends and families on the track and how much they enjoyed it. Checks could go to Joe, made out to East Ohio Region. Send it to Buckeye Corvettes, attention Joe Mattingly. Al said he had some people ask who Wendell Strode is and Joe said they will put together a little bio and send it out to all the governors who can then distribute it to their club members. Terry asked for questions, there were none. Sue Hamilton urged everyone to book their hotel rooms as soon as possible. We only have a block of rooms held for so long and there is another group coming for the same weekend, so if we run out, we have first choice to get more, but we need to do that as soon as possible. The cutoff date for the current block is February 1st. Terry believes they still have a 24 hour cancellation policy.

Hall of Fame - Mickey Ouellette

Mickey handed out the ballots this morning and she only has one she has to mail. She doesn't need them back until February 2nd. The committee is looking at changing the wording/requirements which will be discussed after the first of the year.

Finance/Budget - Peggy Stephens

Terry began by saying, if anyone hasn't heard, Central West Virginia dropped out. Terry then asked if everyone had gotten the proposed budget and Peggy has extras if anyone needs one. We have to vote on this today, according to the rules and we will have to amend it under "Competition Income" "Sanction Fees", that should say 2019, but we have to drop it back to 130 sanctions for 13 clubs which totals \$3,250. That means we lost \$250 in sanction fees plus the \$5 per head Region tax. The question is, and we have talked about this before, do we want to raise the sanction fees to \$30 per sanction, because at \$25 per sanction right now we are going to drop to \$3,250, if we raise the fee to \$30 (\$5 more per sanction), we will get \$3,900, so we end up making \$650, and since we were talking about more people getting 200 points, you will have more income to cover it. We can do that today because that amount is in the Standing Operating Procedure and how it is worded is that it is based on the approved budget, which we have to approve today. The only thing we have to change in the SOP is the amount. Chuck Stephens talked about the maintenance on the timing trailer, Terry said he will discuss this later. Chuck said if you go up on the sanction fees, the clubs that use the trailer should bear the expenses for it, but are we incorporating it together? Terry said this \$5 sanction fee does not cover just the timing trailer, this covers all Competition. The timing trailer doesn't affect all of the people in the 200 club, because we have a lot of people who made the 200 club that only went to car shows and we still have to give them an award and we still lost \$250 out of the Competition budget. Chuck Stephens said if you increase it by \$5, you are increasing your income by \$650, which is actually an increase of \$400. Terry said the \$5 increase would encompass all of Competition. Peggy said if this is increased, she has already received some sanction fees, but Terry said this would

take effect in 2020 because we have already collected for 2019. Terry read the following from SOP, Financial Matters, Paragraph 4 Sanction Fees: "An amount per sanctioned event as established by the approved budget is to be paid by the clubs hosting sanctioned events. The sanction fee is due on the date designated by the RCD, current Regional sanction fees are set at \$25 per event" and then it goes on with a list of penalties and about dropping out. We are already paying the fees for 2019. The only changes we can make are for 2020. If we don't put it in now for the Proposed Budget, it will stay \$25 for next year. Mickey said the SOP can be changed right now. It also says an amount per sanctioned event as established by the approved budget. That is in the first line. Terry's point is that we haven't approved the 2019 budget yet. Peggy will be bringing up the proposed budget for 2020 next year. Peggy said if we approve it now, that is before the bidding takes place. Terry said that is his point, if we put it in the 2019 budget, it will be in effect for the end of next year. The feeling was no it won't, this is for 2019. Terry said that is his point, we have not yet approved the budget. Mickey said if we change it now and then approve the budget, then you will have to charge everyone \$30, if not leave it as is. Okay Terry says, we don't approve the budget until December, so how are you going to raise that next year because you won't know what sanction fee to pay, \$25 or \$30 until the day of. Peggy said, so do it in September. Terry said if we do it in September, it won't take effect until you approve the budget at the next meeting. Today everyone brought in \$25. What we would have to do then is bring this up next year and Al will have to back the date up and leave it as January 15, 2020. Rich Brooks said he thought we approved an increase in the sanction fees a couple of years ago, and he was told no, that was the Region dues. Now here we are again, asking for more money which will net about \$400. We have \$18,000 in the General Fund, how much more money do you want to spend, because as soon as you increase the sanction fees, what is going to happen to every club here, they are going to raise their competition fees. Terry said this was just a suggestion. When I saw we lost the \$250, everything costs more, so you look towards the future, you don't look at the past. The financial planners say you pay a couple of dollars now for the money you will end up spending down the road. If everyone doesn't want it, so be it. The only thing we will have to amend is change the 2018 to 2019 and put down 130 sanctions because there are only 13 clubs, that will definitely have to be amended. Terry just thought, because we talked about this before, as Al just said, we dropped \$250 and we spent \$4,900 if you look at the Treasurer's Report, for Competition spent. If we run out of money, we will pull it from somewhere else, or we don't do it. Terry is just making a suggestion ahead of time. So, Dave Brennan said if we approve this budget it is for the coming year correct? The answer is yes. Dave said can we table the raise in sanction fees until next year? Terry said yes, we can discuss it and the way the SOP is written, "in the approved budget", instead of Al saying next year's sanction fees will be due the day of, if we increase and vote on this next year, he can back it up to be in January of the following year for sanction fees. Al said, based on this discussion, if we are going to bring the proposed 2020 budget up in September and we vote on it, instead of making it December 7th like he said, lets make it December 31st of 2019 when they are due. That way if we bring this discussion up next year and we raise it to \$30, these will not be due until December 31, 2019. Peggy said right now the proposed budget needs to be sent out, if it is approved today, the only changes are going to be under Competition and we will change that to 130 sanctions with 13 clubs and we will

change the amount to \$3,250 with a total of \$4,650 instead of \$4,900. The proposed budget is based on 2017 since 2018 was not complete as yet. So, we will table that proposal to raise the sanction fees and discuss it next year and Al has changed the sanction fee due date to December 31, 2019. We do, however, have to amend this budget under Competition Income it should say Sanction Fee for 2019 and that will be \$25 per sanction times 130 sanctions since there are only 13 clubs. The total will be \$3,250 and you will have to take \$250 from the \$4,900 which is \$4,650.

The question was asked why they had dropped out and the Chuck Stephens said he would address that. When Peggy was RMD she helped Stan Wolf who had an element in his club who was absolutely against NCCC. That element has stayed there over the years and Peggy and Chuck have made trips there to talk them into staying. They were ready to drop out two or three years ago, so they went back there and talked to Bobby and said they would hate to see the club fold and so he kept things going for two or three years. That element, however, was consistently badmouthing NCCC and he said he had enough, and unbeknownst to everyone, Peggy did all their work, the governor's job, for Stan and Bobby to keep them in NCCC. They finally got tired of this element causing disruption and they gave up and got out. They will suffer on their car show because Peggy & Chuck helped with their car show. Al said if you look at the results for this year, they only earned 700 points, which is their car show points. They never came to a single event anyone else put on. Terry said, the bottom line is, if you don't want to belong, then why are you here? No matter what you do. There were 50 cars at their show last year from the Region. Terry said try to concentrate on the fun and social aspect of it and friendly competition, not the negative. There are just some people you are not going to change, no matter what you try to do. Al said also, they only used 7 of their sanctions to get their 700 points, but if they had given the Region their other 3 sanctions we could have brought in a little more money. Al was calling him all year long asking him what he was going to do with the other sanctions and they never called back and didn't respond to emails.

Getting back to the budget, we do have to vote on this. Everyone has the proposed 2019 budget and everyone understands the number changes, so we need a motion to accept the amended 2019 budget. Rich Brooks made a motion to approve the amended 2019 budget, Fred Dugach second, motion passed unanimously. We will revisit this again about the sanction fees.

Terry said, also, while we are on the budget, think about this, we proposed, because the timing trailer does cost us money, with stickers, sheets, etc., we tossed out a number and that will have to be confirmed because it is in the SOP, which has to be submitted and "lay on the table" for one meeting (Mickey said not for SOPs, but finances should always "lay on the table" according to Roberts Rules of Order). It doesn't say that in the SOP, but yes it should. Terry said how we are suggesting to change this SOP where it talks about sanctions, put a paragraph in that you have a surcharge of \$15 per sanction for a speed event. The governors need to look at the expenses and we could just let it go until we are out of money. The question was asked, just out of curiosity, how much was it for labels, etc. this past year? Terry said the clubs took care of it and the question was asked

what did they spend? It varies from club to club, but Al said if we break it out it would probably be about \$10 per event. Terry said it is not just for labels, it covers gas, the generator, maintenance (i.e. timing light repair, \$315 for insurance, \$54 for the license tag). Terry asked what are we going to do when the tires need to be replaced, what about wheel bearings? When he had to put the new skylight in two years ago we spent \$50. Al said when he said about \$10 per event, that covers just the supplies used, that is why we want to build a little extra in. Terry said, here again, it is just looking ahead and trying to put some money in a "savings account", so we don't have to come up with that extra money. The suggestion was made to do a 50/50 raffle and Terry said there are too many 50/50 raffles. While we are good now, if we don't bump it up we will eventually have to pay the piper. This fund would keep growing. Terry said if everyone didn't like it, then we would not do it, but everyone needs to look at because there will come a time when the money will not be there. He said, using his club as an example, they had some good years when they made a lot of money on some shows and the children's home event is good, however, last year in December they had extra money in the kitty and donated to several charities, taking out of their coffers and their balance is down, they don't have a buffer any longer. Just like in your personal life, for instance when you were young you were told to start putting into a savings for retirement and how many didn't do it? It doesn't matter, it will be the same result, when we run out of money for particular things, we run out of money and it doesn't matter to Terry, he is merely suggesting this. If the governors don't want to do it, then we won't do it. Peggy said this will strictly affect those who use the timing trailer, it isn't for everyone. That is why the 50/50 was suggested, because people who don't use the timing trailer will donate to it also. This would only affect speed events and there is not just one way of doing it. If anyone can think of any alternatives, go back to your clubs, have anyone email suggestions and we will put anything on the table. Dave Brennan said people who don't go to speed events will not contribute to the 50/50 because they are not going to be there and if you go to most speed events, there is already a 50/50 going on, so you can't have two. A flat fee of \$15 to \$20 every time you use the trailer is being suggested. That would be per sanction, not per event. Al said the labels we print out for the timed events are very expensive. Terry said the governors don't realize the maintenance he has been doing on the trailer on his own. Getting back to the fee for the sanctions, for a 7 sanction event, the total would be \$105 for \$15 per sanction. Dan Gallagher asked if this would also go for the software and Terry said it is for the Competition fund, so the software is included, that is part of the Competition costs, as are timing lights. The complaint has been that we don't want to get the general population of the Region who don't go to any speed events, just car shows, why should they pay for the timing trailer. The events bring in money for the club doing the event. We do this, we make money, so we can continue having fun. Al said, for instance last year we had to replace the leaf blower and Terry got one on sale. We have a generator in the timing trailer, if the generator goes bad you are looking at a minimum of \$500 to \$600. The axle on the trailer is \$1,000. The hinges on the doors are eventually wear out, etc. Terry has some parts and pieces from over the years, and he used some of them in the past. He is just looking down the road, it is the governors' call. So when it comes up and we can't use it because it is worn out, there you are. Everyone knows that, for instance on a "beater", as soon as you quit maintaining something, it will wear out or break down. So you patch it together and down the road it is not worth it, but

you don't have enough money to buy a new "beater". That is what he is trying to avoid with the timing trailer, to keep it maintained and keep the money there. That is why he is suggesting putting a per sanction fee for the speed events so that the car show people don't feel they are paying for a trailer they never use. Terry asked everyone to take it back to their clubs and he is open to any suggestions. This will be brought up again in March.

MVP Committee

Peggy Stephens said they have received nothing from anyone concerning the MVP. Everyone wanted to revisit this because they were afraid we were going to drop the MVP, but apparently nobody cares. If no one cares enough to get involved, then why are we doing this? This is the same point he brought up at the RE meetings when they had the newsletter contest. The whole year they had it, they had less than 5% participation. The only people who wanted it were the people who were always winning. His point was that if we are only getting 5%, why are we wasting our time to do it? If they can get more than 5%, then maybe it will be worth it. Dave Heinneman brought up the point that we all donate our time, and if nobody cares enough to give any ideas about MVP, why are we going to waste our time to do it. We will revisit this again in March, we were supposed to revisit it and then we will vote on it again to possibly just drop it entirely. Peggy Stephens said if we bring it up in March and it is passed if anybody gets anything into us, we can look at, but you will have to decide if that's what you want. For MVP, before competition starts, you have to have the rules for MVP out. So, if we haven't had any competition, sanctioned events before March, we will be good to go. We have already spent a year working on this and we got nothing before and to date have gotten nothing. Terry asked how many of the governors even realized they were looking at the MVP? Only three hands were raised. So in March we will revisit it and will decide to drop it totally. If anyone wants to bring it up or has any ideas, they will go through it. Take it back to your clubs and tell Terry.

By Law Committee

Mickey said she turned in the corrections for the Hall of Fame and when she looked at it in October it was correct. When she just printed it out, it was incorrect again. It is wrong under the Hall of Fame under Requirements on the SOP. Terry said so it is not getting changed? Mickey said she thought she went in in October and it was changed after she sent it to Terry. He sent it to the Webmaster and it is wrong again. Terry will question the Webmaster. The By Law Committee consists of Mickey Ouellette, Dan Gallagher and Terry (RE). Here again between our Region and National, there are so many rules and By Laws you can't memorize all of them. Until you come up to a particular situation, then you have to study them and really get into the rule or By Law covering that situation. Just like the sanction fee, when Terry started looking into that, he realized that comes under the budget

RE Report - Terry Muich

We do have a speaker due here at noon regarding the Corvette Caravan and since we have the dates to bid on, Terry will try to move quickly.

At the last meeting, he did report that they did convene a committee or board to review the file against a Region member for an accident he caused in Wisconsin. To give everyone background, it was a low speed event, he came through the lights (Terry was not there, this is what he was told), his throttle stuck, he bounced off a Cadillac and T-boned another guy's Corvette. The Cadillac was \$20,000 damage and the '13 C6 was totaled. The Region member's car was a C2. He dislocated his shoulder and the squad took him to the hospital. From what Terry was told, the member's reaction to the incident was belligerent and refused to take any responsibility. Basically, he told them "it doesn't matter, you fix your car, I'll fix mine". From what he also heard, and Terry is still working on getting something in writing on this incident, when the committee met, they gave the member a chance to rescind the lack of responsibility for what he caused and he told them "no, everybody signed the waiver, I'll fix my car, you fix yours". That is why he was suspended permanently from NCCC under the Sportsmanship clause. In talking to other people outside the meetings at National, there were other REs and RCDs that were coming up and saying he has been nothing but a thorn in their side. He's always tweaking things, always causing issues, and Terry thinks that may have played into the decision. The car he totaled belonged to an NCCC member, the Cadillac was not NCCC. He was the one who filed the charge because our member just told him too bad. That is why he filed a complaint. This member is in our Region and we are not allowed to comment, all he has is hearsay. Terry hasn't even talked to the board on why they made their final decision, but they reviewed it and decided that under the Sportsmanship clause he is gone. Terry asked before the board convened if Legacy was contacted. At that time they said no, at the last meeting, he was told they were contacted. Terry then contacted Tim Greis at Legacy himself and they were never contacted. He asked if there was a police style report taken, and there was not. No one filled that out. There were three cars damaged and personal injury and nobody bothered to fill out a police style report. Terry didn't hear about this until three to four weeks afterwards and the way he heard about it was he got a phone call asking if Terry had heard about it. The Region member never contacted Terry about it until two days before they were heading to St. Louis because he (the member) was under the impression the governors would vote on whether to expel him or not and Terry told him as RE he doesn't vote, just governors. And this member said, well you have proxies and Terry told him this doesn't cut it with him. If we have something that comes up in National and the governors haven't had a chance to review it, unless he is 100% sure how everyone wants him to vote, he doesn't hold up his proxies. He was ready and he told the member in question this, that if they put it up to the governors he was ready to stand up and tell them they couldn't do this because they didn't give the governors a chance to review all the information. When you read the rules, it was a Board who made the final decision and it is non reviewable. At this time what Terry is trying to do, and it will take some time, he is trying to get something in writing because the only thing he has in confirmation right now and they wouldn't give him anything in writing and they wouldn't give the club's governor anything and said it would be in the minutes of the governors meeting. To Terry it does not pass "the smell test", so he is doing what he can, but it is tough. They are "stonewalling" him. So he is trying, but he has been busy with our Region and personal projects, but he is going to try to get into it the best he can and if he gets any answers, even if it is just "they won't tell me", he

will let everyone know at the March meeting. At this time the Region member in question has been suspended permanently. Peggy Stephens asked if that means if he shows at events... Terry said his thoughts about this are, if you allow non NCCC people to be at your events, Terry doesn't see how you can tell him he can't be there. If you allow outside people at your meetings, Terry doesn't see how you can say he can't be there. What Terry has heard and the governor of his club is going through some issues, he is creating some havoc. Here again, this is hearsay because he hasn't done it to Terry, it is just what he has been told by more than one person in his club, that he is going and he is disrupting the meetings and says that we should all dump NCCC because they treated him poorly. He has gone to the point, from what Terry has heard, he has been calling members and saying the same thing. Terry asked the governor of his club if this is correct. Terry asked the governor of the member in question's club to speak. The governor said he is acting as if he is still a member, he is coming to meetings, he goes to socials and the governor's feeling is he can't get competition points and he doesn't pay dues. The governor had called him telling him before their meeting that the governor had to report what went on in St. Louis and said so if you (the member) are coming, the governor said they had to say this. They are only stating facts, there will be no hearsay and the member said that was fine and the governor asked the member when they told him that the member was expelled and the governor was told, "oh, they never told me". When the governor emailed National, they were told the day of the hearing. The member doesn't want to acknowledge that they have been suspended as well as their club lost 455 points due to this incident. The member doesn't think that is fair, but there is nothing the governor can do. When the governor asked the member in July what happened, they were told "I hit a brick wall". Terry said he has a letter from about two years ago regarding an event this particular member was in at Lake Shore's air museum event. Terry got there after the event happened and Terry spent the entire day talking people out of pressing formal charges against him. Here is the background as Terry knows it, when the member in question came in, they were parking the cars in the grass along the hangars and he was asked to move forward. He was already mad because he thought they were taking too long, he had to sit in his car too long to get checked in. So, when he was asked to pull up, the tires spun in the grass, lurched forward and the guy in front of him (he wasn't sure if he actually hit him), he fell forward on the front of the member's car. He thought he might have hit him, but when he stood back up, the member didn't get out and check to see if the person was alright, he started complaining because he fell on the car. The next thing that happened was they said, "you are too far forward, could you back up a little" and he slammed the door, said "its parked where its parked and I'm out of here" and started walking towards the hangar. Unbeknownst to him, Security at the Museum witnessed the incident, they got with the Lake Shore people and said "he is out of here". Security went up and physically escorted him off the property. Terry said he came in after the fact and he heard all these different things, he talked to several people to find out what went on, heard the member in question's story, and again they don't want to talk about things, but Terry spent all day so we didn't have a lawsuit over this. Rich Brooks said he knows Terry doesn't have all the information, but he is looking at our waiver liability that everybody signs at all the events and basically it says "hereby agrees to indemnify, save and hold harmless the releasees" and at the events we are all releasees. So therefore by signing this, you have no liability, if you hit someone else, if you run over

somebody's kid, that's what this says. Now if you look at the 2016 Business Manager's Report that is on the National website, under "who is covered", if you damage property at a club hosted event, you are covered. Terry said that was an interesting point. He (Terry) hasn't looked himself but he has heard that the FAQs have been taken off the website. He was told by Barb Kukasky that they are gone. Terry said that is part of what he was saying about the "smell test". Another thing, he contacted Tim Greis and gave him an out by saying "is it possible that someone turned in a report to you to somebody else?" Tim said that wouldn't happen because he handles it all, even if somebody took it, it would cross his (Tim's) desk. No one contacted him. The other interesting thing he told Terry is that Legacy's insurance is not an automotive insurance. It doesn't cover cars and that is what Terry is looking into, why the Region member was removed for "Sportsmanship", not because of the accident, but because of how he reacted to the accident. He was belligerent and in no uncertain terms he told people "too damn bad". He made no effort to see what he could do, nothing was said like "I really can't afford this", again, this is hearsay for Terry. He was told that the member turned in a false report to his insurance company. Everyone knows that he was in a parking lot and the bad part is without a report, Terry doesn't even know...he injured his shoulder and they took him away in an ambulance and it is Terry's understanding that the police have to be called when the squad is called. Terry was told they were told to leave because it was private property and everyone signed a waiver. Terry hasn't seen anything. The whole situation was handled wrong, on the insurance part, so he (Terry) doesn't know if they talked to the member in question before he left, they said his throttle stuck, someone (Terry doesn't remember their name) said "yes, the throttle stuck and I had to reach in and turn the car off". Those of you who have seen the member in question at speed events with his car, that's another thing that didn't sit right with Terry because he has never seen him push through the lights like that because he is in a one car class, he will get points no matter how fast or slow he goes. So for him to stomp on the throttle hard enough to come through the lights to stick the throttle...another thing is a comment made was, "well he is supposed to have two return springs and he just had one", which means the return spring was still hooked up. Terry is speculating here, but did anyone take into consideration he might have had a health issue, because he didn't turn the car off. It's a manual and everybody says he made no attempt to turn the key off and from what Terry hears, he had 50 to 60 feet to the lights. He never turned the key off and never pushed the clutch in. He bounced off the Cadillac and he was going hard enough that he totaled a 2013 C6. He was sitting there in the car and they had to turn the car off. It's not passing the "smell test" at all for Terry. Rich said the only other thing he has with low speeds, when he first started doing low speeds, there was a stop box at every low speed event. He is just wondering if we should revisit putting those back in. Terry said in this situation if the throttle stuck, nobody had an issue. A stop box is not going to stop that car. The comment was made that it comes down to tech inspection. Terry said for him it was hearsay because he was not there and the first he heard about it was about 2 to 3 weeks afterward. Terry could not get a report from anyone and that is what he is trying to work on now. One of his (Terry's) members two or three years ago crashed at Longaberger and he called insurance company up, told them he was in a parking lot and a piece broke on his car, they didn't want to even know the details, the agent said "so your car broke and you hit a tree", and says yes and she asked him if he did any property damage and he said he hit a tree. So they sent out an

appraiser and it was handled. Terry is just speculating, but if the member in question had not been so belligerent.....this could have stuck while he was leaving the parking lot. Bottom line is he was not thrown out because he had the accident, but because how he treated people and Terry is assuming not just that incident because from what he has heard, that is what has been his attitude. So, he was thrown out under the Sportsmanship clause. It was pointed that his girlfriend was in the car with him and was also injured. This was news to Terry. She was told that she was not to be in the car. He was told she was not to be in the car, and here again, this is hearsay because we don't have a report. Everyone at this meeting has known that if you have accident you fill out a police style report and get everyone there to sign it, because memories vary. That is what is happening now. Al said he was told not to have her in the car and last year at Lorain the member in question wanted to ride with Kathy Dembowski, she was having trouble and he was told that he was not allowed because he was competing. Two minutes later Al saw him in the car going around with Kathy, so he doesn't listen. Al is wondering what we should do if he shows up at an autocross next year, because we know he won't take any responsibility if he does this again. Al was told that we have a right to not allow him to race. Chuck Stephens mentioned an incident about 20 years ago where there was a confrontation between the RE then and one of the competitors. There were bitter feelings to begin with. As soon as the competitor came off, the RE jumped right on him and they got into a big thing and he threw the car into reverse and blasted the car behind him. There ended up being a big fight over this, the police were called and Chuck said he got names, he got times, the police officers badge number, he got the police report. He took that to an attorney and said "what do we do, we need to ban this guy because he does have a bad attitude" (just like the member in question) and he told Chuck how to write it, because he said if you do not ban him, you know what he's like, you will be sued not only for negligence, but gross negligence. You must ban him from every event you have, whether it is a sanctioned event or just a club event, you have to ban him from it in writing and that man has been banned for life in this Region. If you want to know his name, see Chuck. Al said that since the member in question has been banned from NCCC, can we ban him from attending our events. With regard to Chuck's event, he tried to do everything required, cross every t and dot every i to get everything where it was ironclad and they sent it in a registered letter, which he never opened. Chuck's thought they still had the letter, but Peggy said no. The point was made that companies such as Burger King have the right to refuse service to anyone they want to refuse service to. Terry said he thinks we have to review this and he is thinking if he gets to an event and he is being disruptive, you can ask him to leave. Peggy Stephens said that the thing is if he isn't paying dues to the club he belonged to, he shouldn't even be coming to their meetings because the club is 100% NCCC. Terry said they had that discussion on the way back. He thinks we may have to get legal council, if the club lets non NCCC people sit in as guests of the club, then they have to let him in. Everyone just needs to be aware, they are keeping an eye on it and he will do some more research on who to contact, because our ex Business Agent Jack Wilson was there. Of all people that should know proper protocol, he was the one who stood up in the front of the governors meeting saying "no matter what, you fill this form out", he was there. He was the one who called the rescue squad to take them to the hospital and it didn't get handled. Terry said, and again it is hearsay because he hasn't seen anything in writing, he has heard that our

current Business Manager was contacted and he had a different take on it. As far as helping the member in question out, he never contacted Terry until two days before he went to St. Louis. He is done with NCCC and it wasn't because of the accident, it was because of his attitude. As far as the rest of the stuff that was not followed, Terry is looking into it. The question was asked if he could, in fact, be banned from events. Terry said he is not an attorney, he really doesn't know. Fred Dugach said he thinks that would be a good question to look into. Bill Ambuter said it is the same thing as private trespassing, you can send him letter from the Region saying you are not allowed to be at a Regional event, the same thing as a private trespass. Terry asked the governors if that is something they want the Region to do. The answer was yes. The point was brought up that we have events where we allow metal cars in, if he shows up what are we supposed to do. Terry said the way the rules read on banning, he is banned from participating, and here again, Terry is not an attorney, so that is the issue we have here, is the definition. Right now, he guesses from what Chuck Stephens was saying about legally, if the governors want, for whatever reason, Terry will have Ryki to compose a letter and it will come from the East Ohio Region saying because you were banned, you are not welcome at any NCCC events and we will list it all out, that it includes club functions, social functions, competitive events (sanctioned and non-sanctioned). What he will do is he will get with Ryki and show her where in the By-Laws and rules, we can do this. It was suggested to send this registered letter with return receipt requested. Terry asked who was opposed to doing this. No one was. Chuck Stephens said he thinks this has to be done because you are putting a tremendous amount of pressure on the chairman of the event. Terry agreed. If we don't do that, then he can show up. Once we compose the letter and it is sent, Terry will forward a copy to every governor, so all the chairs have to have a copy so if he shows up at your event, you have it in writing.

The point was made that his membership is pulled, all his points are gone and all the points he earned for his club from that accident forward are removed. They were quick to pull his points, but Terry never got anything in writing that he was banned. When his governor asked, saying they needed something to take to their club, it was their member, they were told "you'll get it when the minutes come out". The issues various people have had with the member in question and how Terry was told how he treated it, Terry didn't question it regarding Sportsmanship. What he (Terry) is questioning right now is how those chair people and National handled it. It is very bad precedent. They are opening themselves up for lawsuits. Terry doesn't know why they didn't contact Legacy, and when Terry started questioning why Legacy wasn't contacted which was two meetings ago, at the RE meeting, he asked if a report was filed and was told no and he said why. Was Legacy contacted? Well we don't know. Why? He contacted different REs between meetings. No one had an answer for him. Then when he went down to November's meeting he was told, oh no, Legacy was contacted. It's easy, anyone can contact Tim Greis, you go on the website and he gets back to you. He answered Terry within an hour telling, that no one had contacted him. Then he finds out later that the FAQs are gone off the website. So, Terry is doing what he can to find out about it and what he told the member in question and in a letter that he sent to his club, as far as helping him out, you can't help someone who doesn't ask for help. They should have contacted Terry if they thought they were being treated poorly. They have Terry's phone number. They could

have called Terry, they could have called their governor when it happened. Had they called Terry then, he would have told them to get a report, something in writing. Terry asked them at the time and they said no. Rich Brooks asked if we have anybody in our Region who is a licensed practicing attorney. None that Terry is aware. Rich feels that if we are going to make this stick, it needs to come from an attorney representing the Region. If it costs \$300 or \$400, it is probably worth it and we would be well ahead of the game. Terry is thinking if we just send a letter out, that will show intent and at least they can't say they didn't know. Terry asked if anyone here had access to an attorney. Janice Sudia said she has family that is taking the bar and she is going to run it by her. Bob Niznick asked if there was any way we could get a picture of who this person is because he doesn't know them. It was pointed out that you would see their name when they register. Terry said at this point in time the only one they are causing static for is his club. Bottom line is we will do a letter.

The only office in NCCC that was opposed was President and Dale Samuelson is our new NCCC President. The other offices were unopposed.

NCCC said they made basically \$11,500 from Convention. That is what they made, so the Convention actually made money. The club that put it on gets half, so the total made was about \$23,000. According to what they said, for the National budget, they are \$49,000 under budget. The Treasurer's Report from National only goes out to the governors, it does not go out on the website for everyone to see. If anyone wants to see it, Terry has a copy or the governors have access to the Treasurer's Report and Budget, they do not send it out to the general public.

As you may remember, we had IRS issues about the charity car and that has all been handled. Right now, IRS is happy with NCCC. There is no tax liability, they are crossing their t's and crossing their i's and IRS says "good job".

Insurance, they have bids out still for insurance. So far, preliminaries are Legacy is still cheaper, but just because they are cheaper now doesn't mean you don't want them to know you are shopping. They are looking at a 5% increase possibly.

As far as emails, does everyone see the emails from the President of NCCC? Make sure all your members are getting it via their email. Also be sure it does not go to Spam. If it goes to Spam, it will cost the Region big bucks and they could actually pull that mass email. If you don't want it, just delete it when it comes in.

Terry asked if everyone understands the "Members Only" page on the website. You need a password. In January there will be a new Members Only password sent out, do not put that on social media when you get it, otherwise, why do we have a password.

Also, regarding participation and obviously there was only one office that was opposed and only 61% of the governors voted at last National election. That doesn't really surprise Terry since we don't get a lot of the governors out there anyway.

There was no By-Law discussion. Under Old Business, our \$1,000 check went to St. Jude, Terry delivered it. Unbeknownst to him, NCCC started a contest, starting the last meeting and we were the only ones to give them a check. There will be a contest at next year's Convention that the club/Region/individual who donates the most to St. Jude's via NCCC will be given some type of award. They were very pleased with our check.

We have talked about St. Jude's or scholarship, we went through this before. We talked about this when we went to St. Jude's at the last meeting, do we want to start a scholarship and Terry's thoughts are that due to the fluid nature of our income, we don't have to have a set amount for scholarship or St. Jude's. At the last meeting when we agreed to give \$1,000 to St. Jude's we said we could possibly next year donate to the scholarship, because you can do that any time, We can write a check out to the scholarship fund and present that to them. So Terry asked the governors to take it to their clubs and decide if you want to do the St. Jude's thing again, if you want to donate and what you feel we should donate and Terry suggests waiting until we get some numbers on how our finances in the Region are. At the second meeting of the year we will decide if we want to do it and at the third meeting and the National meeting, whichever way we want to go, Terry can present a check. They were very pleased that we donated \$1,000 to St. Jude's. Take it back to your clubs and decide what we want to spend and if we want to donate to St. Jude's for National, if we want to give for the scholarship fund for National or if we want to do neither and do something in house. The bottom line is the governors report to their membership and the membership tells the governors what to do and the governors pass it on to the Region.

Old Business

Track X2 went very well. We ended up with 68 cars and we had over 80 drivers. We had the \$15,000 credit. After the first Track X we had a \$5,000 credit left, we used that last year and therefore the credit is totally used up. Because we had 68 cars, out of the \$5,000 we only used \$4,285 out of it and we ended up with \$3,715 extra from Track X2. We have \$3,715 extra in our General Fund. At the time we used the credit, the suggestion was that maybe that money should be earmarked to do another Regional event. Terry's proposal is leave the \$715 alone and that is his point about the \$650 which will cover us for next year, the difference in losing one club from the Region. The governors have to vote to let Terry do what he is suggesting. He has already contacted for Track X3, the first week, and it is in Al's calendar to do it again. The factory may have tours again and he would like to set something up, so do we want to do a factory tour, he can get some numbers on that. We could meet, leave Tuesday night, drive to Cincinnati, spend the night, get to Bowling Green the next morning, and do a factory tour on Wednesday and then do the track touring Thursday and Friday. Because the number is different, the biggest change would be the cost would end up being \$240 per driver rather than per car. What we ended up with was when it was per car, if you had two people in a car, his thoughts originally were they would be in the same running group, some were split up. If you want to do this, he will need the governors to vote to authorize Terry to use the \$3,000 as a deposit to get the ball rolling. If it doesn't go through and he is not going to sign a contract and commit to this until we have, by March 1st, and Mike Willis is out of

town and he is going to do the same thing, by the end of the month we will have a flyer out, the price is the same down there and Wendell said if we get a locked in date they are going to work on getting us a benefit. The thoughts are if we have 80 drivers again, we are bumping it up from 75 to 80 this year, then we will have money left over again to do it again. That is if you want to do it down in Bowling Green. We did talk about Nelsons Ledges and Ted gave Terry the numbers for Nelsons and Nelsons is expensive. It is \$15,000 for the two day event, basically it is \$4,000 per day during the week, Monday through Thursday, Friday it is \$5,000 and the weekend it is \$7,500, Ted just got this from Ted Wolfe. Initially when we talked about it we thought we could get a decent rate and do a sanctioned event. We can't do a sanctioned event at those prices. If anyone is interested, contact Ted if your club wants to do it, but there is an idea that maybe we could go in with SCCA, but it won't be a Region event. Terry, Ted and Mike Willis went out to Nelsons, they have torn some stuff down, they still have porta-johns, they drove the track and personally Terry says he would have more fun driving SR 83 south to Millersburg. After you have been on the NCM track, there is no comparison. So that is where things stand with Nelsons. If we do it at Bowling Green again, you get 4 hours in the morning to run, they shut down for an hour at lunchtime and you get 4 hours in the afternoon. Basically, it is getting \$5 per lap if we do it again. If the governors agree to this, Terry will mail them a full offer with the factory tour included which will have an extra charge. Paula at the track says she can help coordinate that. Terry asked for suggestions, questions, people interested? The question was asked what the cost was to rent the track at Bowling Green and Terry said \$15,000 for the two days. Terry said if he signs as RE, the Region is committed to that money. If we cancel within 90 days, we lose \$1,000. If we get 50 entrants at \$240, we've got the \$15,000 covered. At 50 entrants at \$240 per entrant, that only covers \$12,000. If we use the \$3,000 we have left over from Track X2, the balance we need for the 2 days of track touring is \$12,000. The question was asked how many we had this year and the answer is 68 cars and 82 drivers. The point was made that \$240 for two days is cheap. Terry said if you go down there on your own, you will spend \$200 for four laps. The point was made that at Pittsburgh it costs \$400 for the day. Al said this is the price of what you would pay for one day. Terry said bottom line is if the governors think this is something the Region would like to get into, and he can hold off and wait until we have the money and not use anything for a deposit, and hope that someone else doesn't get the dates. Rich Brooks made a motion for Terry to use the \$3,000 out of the General Fund for the deposit for next year, motion seconded. Motion passed unanimously. Bill Ambuter from Florida said we could use 10 sanctions from Florida if we want to put on an event, but these would be for National points. Terry looked into it and we could use it as a money maker, but other than money, we would only get National points. We couldn't use them at Track X3 because this would be during the week and sanctioned events can't be held during the week. The dates are October 3-4, 2019. The question was asked if the Regional meeting was Saturday October 5th and no, it has been moved.

New Business

None

Bidding

Al asked if everyone had the latest calendar he sent out yesterday. Not everyone had, so he went through the dates not available. Starting in May, May 4th & 5th no events because of the National meeting. May 18th, Region meeting. July 6th & 7th and July 13th & 14th are unavailable due to Convention. September 21st and 22nd, National meeting. Those are the unavailable dates.

We will have a speaker here shortly to talk about the Corvette Caravan and Al has put it on the calendar and it is at the Museum and runs through August 31st, however, sanctioned events can be held on those dates, but he put it on the calendar for reference.

September 21st is the National meeting and October 12th is the Region meeting. November 9th & 10th are unavailable for the National meeting.

Al then went through the bidding order. Before we start, Terry said, Peggy Quine emailed him that she receives all of Fun Center's sanctions and if nobody objects, Peggy is picking fourth, so basically we are bidding dates, Peggy can pick dates on the 13th pick for Fun Center. There was an objection last year that this gives Tiretown 2 first round picks. Technically it does not because they are hosting Fun Center's events. Terry reviewed the rules on this. If you have all 10 sanctions from another club and that club is not actually bidding any sanctions, does anyone have a problem with the receiving club bidding their sanctions. No one had any issues with this. Al said that some clubs have requested dates because they have to have certain dates because that is the only date they can be there and he has put those in green. For example, July 21st Rich requested for Medina and so hopefully everyone will stay away from that date, but if on Rich's first round he doesn't take that date, that date is free for anyone. Al explained how to close a weekend.

Round 1

Corvette Cleveland - Sunday July 28th - 2PC Car Shows

Buckeye - Saturday July 20th - 2 PC Car Shows

Mid Ohio - closing the weekend of August 10 & 11th

August 10th - 1 PC Car Show

August 11th - 2 PC Car Shows

Tiretown - August 17th - 3 PC Car Shows

Competition - May 25th & 26th - 10 total (7 on the 25th & 3 on the 26th) Low Speed Events (these should be at Lakeland)

(At this point Terry pointed out that until the governor actually keys in the dates and sends them to National and we get confirmation of sanction dates, these are requested dates and if something happens, they can be changed)

NEOVC - August 18th - 7 PC Car Shows

Medina - July 21st - 6 PC Car Shows (possibly 5 if they do a Funkhana)

Mahoning Valley - June 30th - 7 PC Car Shows (Al pointed out that this date was requested by another club. Chuck Stephens asked if Fred would allow them to put on 7 speed events on the 27th, if they will do that, they will give up the 30th. Fred said ok.

Break for lunch 12:30

Corvette Caravan

Christopher Rosewell will talk about the Caravan while we are eating.

Al introduced Chris to everyone. He is the Caravan Captain for Ohio for the 2019 Caravan to Bowling Green August 27-30th. If you are signed up and on the distribution list, you have been getting materials. For those who are not, they will be starting on Tuesday, August 27th at Serpentine Chevrolet in Strongsville and they will host us for breakfast. From there they are going to Columbus and he just signed on that we will be hosted at the National Veterans Memorial Museum in Columbus. There will be a lunch and Museum tour at that stop. He is still working on the details, but they have saved us a space and will have special parking for us at the Museum. Also in Columbus they will have a certified drone pilot who will take pictures of the cars at different stops along the way. They will pick up the Cincinnati group outside of Cincinnati. He is not sure how many groups are coming from down there. He also has there is a club out of Ontario Canada that will join us on Monday night for a pre-kickoff party kind of thing. That is not firmed up yet. They said they have 10 cars already committed and it will probably be more like 15. In Cincinnati we are staying at the Belterra Resort on Tuesday night and they are very excited about hosting us and will have secured parking and a dinner banquet that night, he is finalizing the details with them. They are offering \$10 in free play on the riverboat casino and some other things they are still working out. The next morning they will be running hot laps at the Kentucky Speedway, right now the price looks like \$50 per car and we have the track all day, but we will probably only be there from 9:00 to noon. He is also working with another group for sponsorship which he should hear after the first of the year, so it may be more than just running hot laps. From there he is working with Churchill Downs to have lunch and tours there, the afternoon before we head into the final leg into Bowling Green. He has contact information with him if anyone is interested in being on the distribution list or anyone who wants to sign up. He asked for questions. Dan Tuck asked if all the information is on the website and Chris said yes, so far. The National Veterans Memorial Museum is not yet because he just got confirmed with them and he will get it up hopefully next week. As things come up he will update the distribution list. To register, go to the National Corvette Museum site, there is a link that says Registration, click on that and it will walk you through for registering and if you have any issues, there are phone numbers for two people at the Museum who can assist you. Terry asked if Chris is going to be a member of Corvette Cleveland and Chris said yes, so Terry said if any has any questions and is not sure how to get in touch with Chris, talk to Al and he will pass anything on to Chris. Chris thanked everyone for having him there. It is his first Caravan, he just got his first Corvette in August. Chris then talked about his Dad's car, which was featured in the Museum magazine.

Meeting resumed at 1:00

Round 1 - Continued

Lake Shore - July 13th is a non-sanctioned show. Al said we are only bidding on sanctions right now. Their governor said he is just letting everyone that they will be doing Vettemillion this year, but it will be non-sanctioned.

June 15 - 5 PC Car Shows (Liberty Air Show)

Mound City - May 27th - 7 Low Speed Events

Kanawha Valley - June 29th - 7 PC Car Shows

Corvette Canton - May 19th - 4 PC Car Shows

Fun Center - June 22nd - 3 PC Car Shows

Round 2

Corvette Cleveland - June 9th - 6 PC Car Shows (4 Corvette Cleveland/2 Canton)

Buckeye - June 23rd - 7 PC Car Shows

Mid Ohio - September 15th - 7 Low Speeds

Tiretown - September 8th - 3 Low Speeds

NEOVC - September 29th - 2 Low Speeds (with Corvette Cleveland)

Medina - October 13th - 4 Rallies

Mahoning Valley - 3 sanctions they are passing

Lake Shore - August 25th - 5 PC Car Shows

Mound City - passed

Kanawha Valley - September 2nd - 3 PC Car Shows

Corvette Canton - July 20th - 4 PC Car Shows (with Buckeye)

Fun Center - August 17th - 4 PC Car Shows (with Tiretown)

Round 3

Buckeye - May 19th - 1 PC Car Shows (with Corvette Canton)

Tiretown - June 22nd - 4 PC Car Shows (with Fun Center)

Corvette Cleveland - September 29th - 4 Low Speeds (with NEOVC)

Fun Center - September 8th - 3 Low Speeds (with Tiretown)

Mahoning Valley - July 27th - 3 PC Car Shows

NEOVC - May 26th - 1 Low Speed (with Competition and Mound City)

Total of 7

Al will send out a new calendar when he has everything entered.

Round Table

Al Flanhofer - Corvette Cleveland's Christmas party is next weekend. Be sure to make your reservations for the Region banquet.

Barb Kukasky - Happy holidays, come to the banquet.

Dan Gallagher - Dan thanked everyone for their support this past year for the Children's Home and they are putting the event on again in 2019 and he looks forward to having everyone there. This is his last meeting as Governor, the new Governor will be Cheryl Getzy.

Peggy Quine - Merry Christmas and Happy New Year and have a safe holiday.

Fred Dugach - Happy holidays and if you are going through Columbus on the way back from Bowling Green, be careful of the roads. He blew out a tire. He is also looking for C7 rear wheels.

TR Aldrich - Happy holidays to everyone

Rich Brooks - Merry Christmas

Sam Sicilia - Happy holidays and special thank you to Cheryl Getzy and Terry Muich

Bob Niznick - Merry Christmas and Happy New Year. Thank you for all your support over the past year and looking forward to 2019.

Dave Brennan - Merry Christmas and Happy New Year to everyone and have a safe holiday season and a good season next year.

Chuck Stephens - Thanked everyone and Happy New Year and Merry Christmas

Mickey Ouellette - Anyone who hasn't given her their HOF ballots, please give them back to her. Merry Christmas and Happy New Year.

Meeting adjourned at 1:32 pm
Respectfully submitted,

Ryki Woods - Secretary 2018

