

# VX One Class Association Annual Meeting Minutes

**Date:** 11/21/14

**Start:** 6:45 p.m. EST

**Adjourn:** 7:45 p.m. EST

**Present:**

Chris & Julie Howell  
Brian Bennett  
Jeff Eiber  
David Guggenheim  
Jay Harrell  
Tim Pitts  
David Reich  
Cesar Roca, Fleet 1  
Christian Koppernaes, Fleet 2  
Jeff Jones, Fleet 3  
Tom Chiginsky, Fleet 5  
Michael Norris, Fleet 6  
Kelly Pike, Fleet 7  
Beth Walford, expected Fleet 8  
Competitors listed at [www.vxonemw.com](http://www.vxonemw.com)

**Agenda:**

- 1) Call to Order and Welcome
- 2) Appoint Secretary
- 3) Introductions and Proxy Confirmation
- 4) Presidents Overview
- 5) Elections
- 6) Copyright Holder Report
- 7) Class Office Report/Budget Review
- 8) Growing the Class (discussion)
- 9) Technical/Rules/ISAF update
- 10) Regatta Planning
- 11) Committee Appointments
- 12) Old Business
- 13) New Business
- 14) Date and Place of Next Meeting
- 15) Closing Remarks

**Description:**

1. **Call to Order & Welcome** – David R. welcomed everyone to Sarasota and thanked the Sarasota Sailing Squadron for hosting our Winter Series.
2. **Appoint Secretary** – David R. appointed Julie Howell as the secretary.
3. **Introductions & Proxy Confirmation** – Chris confirmed the following representation of the fleets: Cesar Roca from Fleet 1, Christian Koppernaes from Fleet 2, Jeff Jones from Fleet 3, Tom Chiginsky from Fleet 5, Michael Norris from Fleet 6, and Kelly Pike from Fleet 7. Beth Walford is present from the expected Fleet 8.
4. **Presidents Overview** – David R. recapped that he took delivery of his boat almost four years ago, with the Association coming in about three years ago. He thanked the Officers, including Jay Harrell, David Guggenheim and Jeff Eiber, who worked with him and Brian Bennett to start the Class. They have developed the Constitution, Rules, insurance, website, etc. in conjunction with Chris and Julie Howell. David R. worked with Donnie Brennan to introduce folks to the boat, and quickly got to 7 boats in the Gulf Coast. The Newport fleet built a fleet in the same manner. Other fleets need to do the same at a grassroots level to grow the Class. Paul Abdullah and US Sailing selected the VX One for the 2015 Championship of Champions. This is a huge opportunity to introduce the VX One to 20 of the best one-design sailors in the country. The rotation of our North Americans allowed the chance to pair the C of C with the NAC. We need the support of our members to take advantage of this important opportunity. The boat is still growing around the world, and after the Class reaches specific ISAF requirements, it can become an International Class. He encouraged crew to become members too.
5. **Elections** – The following slate was presented:  
Past President: David Reich, Trussville, AL  
President: David Guggenheim, Savannah, GA  
Vice President: Tim Pitts, Newport, RI  
Secretary/Treasurer: Michael Norris, Holland, MI

Chief Measurer: Jeff Eiber, Cleveland, OH

At large Board Member: Jay Harrell, Atlanta, GA

At large Board Member: Fred Kasparek, Australia

At large Copyright appointment: Jim Myers, Newport, RI

Copyright Rep: Brian Bennett

The UK Class was approached to join the Board, but they were not yet ready. However, they will be represented when they meet the fleet requirements. *Cesar Roca made a motion to accept the slate as presented, seconded by Tom Chiginsky. No discussion ensued, and the slate passed unanimously.*

Everyone on the Board introduced themselves.

6. **Copyright Holder Report** – Brian thanked SSS for hosting the Class for this event. MacKay is at its 15<sup>th</sup> or 16<sup>th</sup> unit, and Ovington is around 50. He said that anyone with questions on certain issues, such as rudder pins, can talk to him or Hayden. They have a solid team of builders doing the right things. They are ISAF qualified and will help lead us forward to International status. The builders are also open to any questions. He said that we are two countries short of making ISAF status this year, but he expects this to happen in 2015. Brian is relocating to South Carolina. Hayden added that he is always available to hear questions, recommendations, etc. Tim asked whether there could be more communication for the current members to be introduced to new owners. Brian stated that there is a shared document between he, the Class and the builders/dealers, but this does require the builders to add the appropriate data for folks to see. David R. stressed how important this process is to grow the Class Association.
7. **Class Office Report/Budget Review** – Chris reported that the Class has 69 members in 2014 and sold 50 sail royalty tags. 51 of the members are full members, and 10 of those 51 are from Australia. Therefore, the membership represents about 35 US boats. The budget was presented via hard copy to the attendees. He noted that the miscellaneous income/expense was a pass-through for the NAC registrations on behalf of the host club in Newport. The advertising income is for website ads, which will hopefully grow. The sponsorship is a contribution to Class. We lost some money this year, but the Class previously had a little nest egg from contributions by David R., David G and Jay. He and Julie early on had not taken any administration fee. The 2015 budget is based on 70 full members + 20 associates (meaning 20 more than now). He explained that the ISAF requirement is based on the length of the boat—5 countries, 2 continents, 15 members each country. What happens in the USA can drive what happens in the rest of the world, so fleet building is what is needed. Brian thought there are three boats expected in the USA in the Spring, as the model for bringing boats in is conservative in the USA. Paul Currie said that we don't need to chase ISAF, and Chris said that the ISAF status will come naturally as we build critical mass. Chris added that although the USA does not focus on ISAF, many other countries do and really value the idea of a World Championship.
8. **Growing the Class** – Chris said that how we get more people in the boat is the #1 priority right now. Michael Norris thought that a dealer network needs to be established which is motivated and excited to sell the boat. Brian said that he is having these discussions, but the price of this boat makes the dealer situation tricky. The average VX One sailor has a high performance level. Jim Myers said that he sold more boats after he stopped being a dealer and just let the folks focus on having fun. Michael and David R. said that the dealers are vital due to the timing of getting a boat, especially since recreational purchasing decisions are often very quick. If a margin is built into the dealer network, it's not a huge difference in price (for example, a 10% increase is only a couple grand of a \$30,000 purchase). Brian said that we all want to see the volume, but this is a grassroots group so a big factor is what happens at the local level such as

with Donnie Brennan and Rod Favela. Cesar wondered if some members could contribute to having a few stock boats on hand that are 'owned' by the Association. The money could be reinvested and/or returned upon sale. Brian said that he does have two boats on hand, although a six-boat container is most economical. The current model is three boats, upon receipt of three pre-orders. He said that a new boat could be in a new owner's hands in six weeks, which is similar or better than many one-design classes. Jim Myers said that another model is a two-boat program for the time that it takes to sell one. Chris recapped that the new Board will continue these discussions going forward.

9. **Technical/Rules/ISAF Update** – Jeff Eiber said that the boats need to get weighed to bring all to minimum weight. He continued that the Rules are being updated to ISAF format, meaning there will not be measurement certificates. The premise is that any pieces are held to the standard of a sampling of boats. Our Rules are two years old, which is a bit behind what the owners are now doing, so those updates are in the works. Chris explained that the ISAF principle is that "if it doesn't say you can, then you can't." The boats are ultimately controlled by the manufacturer, although we still need to address the boat weight correction at some point of the process. The Builders Manual will keep the builders within the requirements, which are subject to ISAF inspection. If issues arise, then the builder is responsible. Tim suggested that the Thursday prior to the Midwinters be a weigh day. Jeff said that the manpower of the owners is needed to move through weighing, and weather is a major factor. Jeff noted that there is a tolerance in underweight boats. David R. added that heavy boats have won the three North Americans.
10. **Regatta Planning** – David G. recognized Jim Myers and his Regatta Planning Committee. Jim asked that any regatta suggestions/questions/concerns be directed to him and his committee. Anyone is welcome to join the committee. David R. said that this committee is a model for other committees to follow. David G. encouraged nearby fleets to communicate in their planning. Tim commended the Gulf Coast sailing. He'd like to schedule a Fleet Captains meeting with the Regatta Committee. The goal is plan regattas several years out. Many people supported SSS as a long-term winter venue, which the Regatta Committee will discuss further. Feedback is encouraged. Beth asked for more confirmation about the plan for Charleston Race Week, and Jim clarified that the CRW organizers reached out to him, and the VX One fleet is in for 2015. Many in the fleet are also attending Bacardi Miami. Jim reiterated that he is pleased to answer any questions that people have about our events. Chris asked everyone to send their regatta dates and reports to the Class Office for posting on the Class website.
11. **Committee Appointments** – Chris said that the Class wants to pursue additional committees and members, and volunteers are asked to step up.
12. **Old Business** – N/A
13. **New Business** – N/A
14. **Date & Place of Next Meeting** – Chris said that the goal is to meet quarterly with the Fleet Captains and countries. Look for an announcement for a first quarter meeting. David R. clarified that committees will be meeting in the meantime.
15. **Closing Remarks** – David G. thanked David R. for his service as President, and Chris and Julie Howell for their Class management, and Brian and Hayden. Chris was asked what the VX One Class can do better to match other popular Classes. He said that critical mass is needed to produce enough funds to flourish, such as sponsorship, newsletters, etc. David R. presented gifts to Chris/Julie, Brian, Tim, Jeff and David G.

Julie Howell

**Next Meeting:** First Quarter 2015, exact date/time TBA