

December 2005

Merry Christmas and a Happy Racing New Year to you! By the time you read this, you will have heard that T-3 is the newest National class. The BOD took this action during the November conference call. The decision was due to overwhelming support from many who built cars in anticipation of this move, and the fact that another club entity had all but promised it to them.

Word from Speed TV sources at the SEMA show is that this 25<sup>th</sup> national race group (24 will be Spec Miata) will get the same TV coverage as the other national race groups at the Run-Offs.

The financial report for the end of September did not look all that good, but when you realize that many of the budgeted items for October are there, the picture looks much better. Overall, the YTD income items are less than budget by about 5%. Membership is still running behind by about 10%. Entry and registration fees are almost \$60K behind budget. This is primarily a result of shortfalls in Solo entries. Insurance income is also 4% behind budget. SCCA Inc. is still on target for a profit of approximately \$50K by year's end. This is due in large part to the Dodge partnership money, which is beginning to flow in.

Enterprises is projecting a profit of around \$50K for this year. They have sold ten SRFs this year. Plans are for Enterprises to start paying off the principle of the SCCA Inc. loan again very shortly. Expect a tire announcement from Enterprises soon, with a target date of March 1<sup>st</sup>. Next August Enterprises will have a "Specfest" for all three of the Enterprises spec cars at Heartland Park. It will be a belated 25<sup>th</sup> birthday party (race) for the SRF.

The Presidential search committee is beginning to interview candidates, with the intent of being prepared to get the ball rolling when the new board is seated in December. Stay tuned for an update next month.

Staff is still looking into membership pricing. When the lifetime membership was last offered, in 1995, only 121 were sold. Apparently, that was not an attractive deal. Staff is looking at possible 'breaks' – for example for members over age 65 with 25 years membership, etc. Hopefully, this will be updated at the December meeting.

Pego Mack, the new head of Rallying, has big plans for the 2006 national convention. And, look for big things to happen in rally next year.

The redesign of the SCCA logo project has lost steam for the time being, but may yet bear fruit.

A decision is to be made soon by the staff about the 2007 National convention. Think about a spot just a little farther South and West.

Speaking of the National Convention, the 2006 Safety Symposium will review what we have learned so far, with Dr. John Melvin & Hubert Gramling. Dr. Melvin will update seat specifications, head & neck restraint systems and new methods for restraint (double or nine point belt systems and side nets). Mr. Gramling will report on the Delphi frontal sled lab helmet tests.

Time is running out to be a part of the NORPAC Mini-convention in Reno. Think really hard about showing up and becoming involved in the policy making, as well as enjoying bench racing and partying in the evening.

Until next month (after the sit down BOD meeting in December) when I will have a lot more news to report.

Duck-Out.