

August 2005

Last month I spoke to you about the Spec Miata spec tire process. For those of you who have questions, the link off the SCCA web site is: <http://www.scca.org/filelibrary/file/specmiata-tireprocess.pdf>. While you're at the SCCA.org website please checkout the interactive screensaver (NEAT).

Last month I also reported on online membership renewals. In June this feature netted the club three hundred nine new members. That is an average of sixteen new members a day.

Financially the subsidiary companies are doing well year to date. Enterprises is more than seventy-five thousand in the black and Pro Racing is tracking well above it budget. SCCA Inc in May exceeded the projected budget by more than one hundred ten thousand on the revenue side.

Another reminder, if you know of a club member who is serving on active duty overseas have them drop the home office in Topeka a line so they can get the military membership rate.

The theme for the 2006 convention in K.C. will be "Fast-Forward >>Together." National office is in the process of looking for a new location for the 2007 convention. The poll of R.E.s favored New Orleans or Las Vegas. We shall see. For the record, it costs around \$70K to put on this event, which is not a huge expense when one considers that this is a national "franchise"/sales meeting for more than four-hundred people.

National staff has hired Cindy Jansen as National Solo General Manager. Her primary duties include coordination with host regions, supervision of other national Solo field staff and oversight of operations at events. This hire frees up Tasha Goodale to focus her efforts and experience on the national championships, regional projects and general office management. The site acquisition committee is almost in place. By the time you read this, National Tour will have been to Packwood, WA July 23rd & 24th and hopefully this event will have been a HUGE success.

The club-racing department is concerned that worker specialties are not regenerating, and the numbers of licensed workers is beginning to fall in some areas. Worker recruitment and retention should be priority number one. Current licensed worker numbers, by specialty, are: Emergency 455, Flagging & Communication 2644, Pit & Paddock 568, Race Control 1365, Radio Tech 56, Registrars 866, Scrutineers/Tech 642. These workers ply their skills at around four hundred races a year. Club racing is also beginning the monumental task of restructuring the tow fund for 2006 (new location/ with new zones).

Do not be surprised if multi-year membership renewals come to pass soon. Also, if you are a close reader of the Fastrack, you know by now that the Directors voted on a ninth division for the 2007 race season. The Great Lakes Division will be the old Area Four.

The time trials (HPDE) program has yielded more events than anticipated. Fifty-two events are on the 2005 schedule, compared to thirty-two held in 2004. Licensing and revenues associated with the time trials program are expected to show a nine percent increase this year.

The first level of the SFI test has been given to sixty-one club racing tech inspectors to date, with seventy-five percent passing. This SFI test is being used by 25-30 sanctioning bodies and is based a lot on the ASE certification tests.

The vintage rulebook is being rewritten. The goal is to have an electronic version debut online next year. We also expect to have FAQs about our competition programs online soon.

Harry Turner and the fine tech crew at World Challenge are now doing "electronic" engine seals (sixteen cars are participating). Could this be a wave of the future for club racing?

The SCCA foundation is looking into doing a teen driving program possibly in conjunction with the BMW club. The 2006 safety symposium will include a review of what we have learned so far and an update on new findings in the area of driver personal safety. They will also begin to cover car construction, which will include welding, and chassis construction.

The FIA Foundation has recently provided a grant to test the effects of airbags and helmets. Staff will be traveling to the Delphi lab in Dayton Ohio to witness the testing. Stay tuned for results.

Until next month:

Director Duck-Out.