

August 2006

Without a doubt, the three years since I was given the privilege of representing you on the Board of Directors have been among the best in my life. So, please sir, can I have another? Much has been accomplished in the past three years, but the job is not done. I would truly appreciate the opportunity to serve Area 13 for an additional three years.

I would like to believe that these monthly columns have helped to shed light on the 'secret car club' and made the reasons for the decisions made in Topeka clearer to all of you. I hope you can find it in your heart to spend a \$0.39 stamp to vote for me this October, and keep our "date" here good for another three years.

My first day on the job I helped appoint Ron Bauer to a well earned seat on the Solo events board and saw that Matt Tabor, Scott Kovalik, Ben Bradley, and Kevin Poirier all found work on their respective boards. I worked to make sure that John Martinsen was appointed to the club racing board. My goal throughout the last three years has been to showcase the talent that we have here in the Northwest.

Pro racing is now on a critical path to survival. The TV contract is up for renewal and Speed has asked for a large obligation. Our new President, Jim Julow, is knocking on doors as this is written to make that happen. When the contract is signed, there is a good chance that a series sponsors may be in the near future for Pro. If that happens, Pro may be able to stand on its own feet financially for the first time in maybe a decade.

We've also completed a detailed look at the rest of 2006. By factoring in the increased entry fees and making some other adjustments based on operations, we are forecasting an operating income of \$196K against the originally budgeted operating (loss) of \$191K. Keep in mind that this includes \$200K of sponsorship revenue recognized on the donated Toyo trailer.

Now for SCCA Inc financials. At this time, the forecast is for a year-end operating loss of approximately \$20K. The original budget called for an operating income of approximately \$40K. With six months of the year remaining and our two biggest events still to come, there is much that can change. Runoffs entries are running ahead of prior years, and if this continues we will see significantly increased income from entry fees and revenues. Sanction Fees exceeded budget mainly due to license redemptions received in June that were budgeted for July.

Entry and registration fees are higher than budget due to a Rally event that was not budgeted. Licenses are lower than budgeted for June, but are still ahead YTD. I believe that they will end up coming in near budget by the end of the year. Insurance revenue came in behind budget again in June. I do not believe it will catch up to budget by year-end. We will examine this closely with the risk manager.

A tip-of-the-helmet goes out to Kevin Dietz for his win at the Denver ProSolo round.

Over five hundred forty one cars have signed-up for the Run-Offs (48 more cars than this time last year). The worker count is also ahead of last year. The Run-Offs schedule is currently being

revised to make sure each class will have at least one stand alone qualifying session. I am told the registration process will be streamlined, and as close to paperless as possible. Other things to watch for are top speed information (due to two new loops installed), and lap time sheets for all competitors. In addition, we hope to have a process in place to have all tow fund checks distributed on Friday & Saturday.

NORPAC dates to circle on your calendar: August 5-6 the Pro Solo tour will be at Packwood a week before the Solo national tour shows up there. The first NORPAC Time Trial Championship takes place in Fernley NV on September 16th & 17th. Fernley would be a good stopping point for those of you on the way to the Solo Nationals in Heartland Park.

Good Bye for this month.