

February 2004

Earlier this month in Reno I had a chance to sing the praises of the national staff. It has been a little over a year since the move from Denver to Topeka. Not only is the cost of business cheaper in Kansas, but the work force there is highly motivated and inspired. Building on this strength, President Steve has instituted an "adopt a region" program for the national staff. So when the regional officials of Area 13 contact headquarters they will have a designated contact.

The financial health of SCCA incorporated is sound. A professional business model is in place, as is a strategic business plan (after the vote of the board in the December meeting). It is safe to say that not only does this club have a future, it also has a plan. Our resources are being budgeted and placed to reach goals and achieve new heights for our club.

The next challenge for the Board is to help get the two subsidiaries on a better business footing. ProRacing has once again lost money for the club. Its future is being looked into as we speak. The uncertain future of CART and its relationship to our licensed product, Trans-Am, obviously could have a huge impact on the bottom-line for 2004. You can stay tuned along with yours truly on this subject.

Enterprises is in better shape than it has been in five years. Successful businessman Andy Porterfield has stepped in to help run the day-to-day affairs of this concern since the resignation of its president. The SpecFormula cars sales have exceeded 120 units, and this year they are promising to deliver five to eight cars a month. Forty-five have already been delivered, including one to Tony Opheim here in the Northwest.

I was asked this month to be the liaison for the board to the Court Of Appeals. Congratulations to Bed Bradley, who has been appointed to the Pro Rally Board.

Steve Johnson recently signed a ten-year deal with Haymarket publishers for SportsCar magazine. This deal promises to save the club \$100,000.00 a year. With the hiring of a new editor, it is the intent of Haymarket to upgrade the look and content of the magazine to bring the product to the newsstand in the near future. I will be working with Eric Prill and Garret Mudd of the national staff as a board liaison for this project.

Hopefully many of you have signed up for the upcoming national convention. This is the one not to be missed. Barb Lundquist has put together a safety symposium that played to rave reviews at the recent PRI show in Indy. The show will feature three videos of the sled tests for the helmet restraint systems. Mr. Butler of seat fame, Bob Hubbard inventor of the HANS, Dr. John Melvin, and an engineer from Mercedes being sent by FIA will be there to discuss the state of the union of safety in club racing. PLEASE join me there.

With the recent additions of Russ Dean (former head of the AMA, now promoter of the SEMA shows) and Cary Agajanian to the board of ProRacing our club has begun to get the respect it deserves and has earned in the motorsport industry.

When you stop to think of it, SCCA is older than CART, the IRL, USAC or NASCAR. So maybe our time finally come?

Until next month,

Director Duck OUT