

January 2005

I have just returned from the quarterly Board of Directors Meeting – and there is lots of news. Outgoing director, and former chairman, Tom Campbell said at this meeting that each one of our quarterly meetings has a theme. For this December the theme is year-end clean up, as you will see when the Fastrack News comes out.

Fuel testing adjustments have been made, but the proposed approved-vendors list has temporarily been tabled. T-3 will be a regional class for 2005. Adjustments to the regional Formula Mazda engine are now a fact. The parts supply for the 2-liter Ford motor has expanded. SRF has a new fifth gear. The tire question is on hold pending off-season testing at Button Willow, which will hopefully bring some answers.

Guam has been provisionally approved as our 111th region.

We now have four new executive stewards including Gary Meeker for NORPAC. The CRB has three new members.

Jeff Dahnert (owner of a new Mustang GT) gave a concise and detailed report on club finances, as our new CFO. The club's total assets now top five million dollars. Through ten months, Pro Racing is showing a small profit. Enterprises is projecting a profit of forty-eight thousand dollars through three quarters this year.

From marketing, Garret assures us that the Get Real-FAST campaign is still our flag ship program with the member value program adding offers every month. A region promotion pack and PR tool kit are on the way in 2005. When Dale Jr crashed at the SCCA-staffed NASCAR event in '04, we were not positioned to capitalize on the media coverage. This year we will have press kits available at SCCA-staffed pro events and we will try to have a representative there.

After a year and a half in production, the sponsorship acquisition manual should be here soon. Television will find a new 30-second commercial in '05 along with a new print ad campaign for "Closer Than the Front Row." Our Marketing staff is budgeted to expand in the New Year.

Barb has promised the Safety Symposium DVD is a week or less away from mailing. It will be there for the convention in Reno.

The improved "Time Trials" program (formerly Solo I) will launch at the National Convention along with the new circuit rally program. The new rulebook will be distributed and posted on the web early in 2005.

The formation of the new Region and Services (RPSD) is now launched, and the staff 'adopt-a-region' program has been retained. Next month I will provide information on your Area 13 regional contact.

The Club Racing Department is looking to grow the 2005 Run-Offs, enhance our National administrator programs review, update both internal and external driving school programs, and roll

out time trials and hill climb programs. SCCA is projecting that the Run-Offs will hit 1000 entries in the near future.

Last year club racing in the national racing program posted over 1 million dollars in contingencies. The Run-Offs had over 800,000 in contingencies. Summit Racing in another manufacturer who has joined the contingency list for 2005.

In 2004, Club racing sanctioned 69 nationals (including a 2005 national run in December 2004), 256 regionals, 45 driver schools and 12 High Performance driving control clinics. Club racing supports 10,000 licensed drivers and 7000 licensed workers.

Club racing is now in the process of expanding and reorganizing worker licenses.

A member code of conduct, patterned after models from other volunteer organizations, is being studied.

From Risk Management, the 2005 insurance rate will be \$30 a car (an increase of \$2) and Solo II rates are up to \$4.50 a car (an increase of \$1). The track trials rate is now \$20 a car, up from \$11. There will also be a slight increase in sanction fees.

Now you will have to wait until next month for the biggest announcement yet! When the time comes, 'I will try to answer all questions and explain the BOD decision. Stay-Tuned.