

July 2009

A sign of our times is that each month during this period I must open with the financial news. The Club continued to experience positive operations for the third consecutive month of 2009. Revenues for the month were 3% below the projected budget while our expenses were a slight 1% over budget. The investment account enjoyed another favorable month and contributed an additional \$88K of non-operating income for May. As a result, the net income for the month of May was \$172K, well exceeding the budgeted net income for May of \$115K.

Membership revenue was off just 3%, however we greatly benefitted from \$18K of weekend membership revenue that was partly attributable to April activity. Membership renewals were in alignment with our most recent forecast.

Entry & Registration fees were \$10K less than budget. Trans Am's \$28K revenue (less than expected due to 13 cars @ both sites vs 20 cars budgeted) was not able to offset the \$37K shortfall from Solo's entry fees. Solo's results are in part explained by having one Pro Solo event but budgeted for two events and the underperformance of the event held in Farmington, NM. (The Pro Solo event will be held in July.)

Through five months and with our results also reflecting more race season activity, we are still tracking three percent below budgeted revenue and three percent below budgeted expense levels. As a result of the performance to date, we are \$9K above budget with a net operating loss of \$19K through May. However we are certainly keen to the continuing downward trends in participation related revenue. As reported by Richard Ehret the club's CFO.

The first tip-of-the-helmet goes out to Carol, Dave Deborde & the Reno region for putting on a top drawer double national. Fun all the way around in spite of the weather. Make it a date on your 2010 calendar this is a do not miss happening.

The question of fifteen year old drivers was discussed and the board sent it to the CRB for input and a report is due back for our October meeting. The most important part of this program would be the qualification process. The previous experience requirements should be stringent and confirmed by the national office that would bear the responsibility of issuing novice permits to those applicants.

The Club Racing board is also working on a flags DVD and a "how-to" sheet for all novice drivers who graduate a professional school. The new (and much improved) fuel testing program has been passed and will be effective the first of the year. This involves a two-hundred fifty dollar fee and uses an outside lab to complete the testing.

The budget and finance committee is looking into the long range club investment policy. The committee is also looking into Pro Racing loans and are crafting a repayment policy (schedule).

Perry Young, Kirk Ready and Eric Budwit are the new track reviewers. The first phase of their training occurred at Bluegrass Motorsports Park in May with phase two to be at High Plains Raceway in Colorado in August. Kevin Yaghoubi will be the staff liaison on this program. Each of the reviewers has a broad automotive based resume and are a great addition to the team.

Spec Miata compliance has had seven of the eleven scheduled visits so far this year. One-hundred twenty five cars have been inspected so far. The majority of issues are being uncovered after qualifying with appropriate penalties applied. Only two DQ's have occurred after

the race; one for weight and one for compression. Speaking of Spec Miata the "tire situation" has been addressed and the RA1 will return next year. At first the board was told that the molds for the RA1 were damaged but now they seem to have found some. The complete press release is on the SCCA web site.

The staff, the CRB and the national administrators of specialities have been tasked to look into the falling volunteer numbers. They have been asked to work on solutions but as of yet no solutions have been indentified. Chilling numbers are 63.6% of our workers are over forty. 48% of our workers are over fifty and we have more workers over seventy than under twenty. Other facts are 64% of our workers hold regional licenses and two-thousand six hundred thirty nine workers are the core staffing for our nearly four hundred events each year. The licensing process (while improved) is still time consuming and cumbersome. The Board is supporting a group (task force) who is charged with determining the future structure of our workers program.

While in Portland for Rosecups President Jeff had important meetings about Trans-Am (the future looks great), Run-Offs sponsorship and Run-Offs television. The tradional twenty-four race format TV show looks to be gone for this year due to the fact that Speed is no longer covering the half million dollar production cost and no "white knight" has come to the club's rescue. The front running plan is to have a two hour "road to the Run-Offs" highlight show that will focus on three to four racers and their Run-Offs. Look to the web and "new" media to take up the slack.

The executive stewards are exploring the following topics: GCR updates ( and the rewriting group), black flag-all rule (working on cars during), establishment and publishing of the recommended minimum penalty guidelines, waivers on safety issues (There will be NONE), work on the S.I.T. manual and a modification to the Run-Offs supplemental regulations was approved at the recommendation of the National Office. Also in discussion with the executive stewards is the track review process. Also they are finalizing and are ready to publish the new stewards manual.

The board has also received a preleminary report from the rules committee and one of the focuses will be on a set "rules season."

The biggest tip-of-the-helmet goes out to the Rose Festival and the Oregon region for putting on a top drawer RoseCup event. This most impressed our visiting President Jeff Danhert who had a great time and was totally wore out when he flew home. Also props to the stars of the show Nick Fluge and Todd "Hot Rod" Harris.

Until next month:

Duck-Out.