

Late November 2007

This month the first the tips-of-the-helmet go out to Andrew Caddell for his second place finish in SM, Jim Walsh for his second place in GT-2 on his first trip to the Run-Offs, and to Ed Zabinski, who was third in T-2 in his new Pontiac. Northwest Region's Dennis Andrade had a noteworthy tenth place finish in FV – his best Run-Offs finish yet.

SCCA has signed the 2008 TV package with Speed. The package does include Run-Offs coverage. As this is being written, the final Pro races are being run. It looks like Pro may finish sufficiently in the black to make another payment on the SCCA Inc. loan.

Recently Cheryl Babbe, our friend from Arctic Alaska region, asked me to write something for their newsletter to encourage people to run for their board. Her request has motivated me to sketch out how a member moves up the ladder in the SCCA.

Joining your region's Board of Directors is the best way to start. By doing so, you begin to learn the process and structure of the organization. It is truly amazing to learn how the club racing, solo and rally divisions operate and function. Before you know it, you are digging out the national directory to see who are our NORPAC administrators in the various specialties, and just who is in charge of the advisory committees. Next you start contacting all the regions in your area to compare notes on how their programs are run. Then before you know it you are buying a ticket for the Reno NORPAC convention to meet all these people. By the way, the Reno convention is set for January 11th-13th 2008.

From Reno you start going to the national convention, once again networking and chasing down all the national administrators to get to know them. Then it is just a short hop to attending one of the premier events in our club; the USRRC, Solo Nationals or the Run-Offs. All three of these events, in addition to the National Convention, have Town Hall meetings with the boards. At these Town Hall meetings, you can learn about all of the current hot button issues and get the lay-of-the-land. In addition, the Club Racing Board's lunchtime tent meetings at the Run-Offs are NOT to be missed.

By the time you get to this point you should start writing letters to your area director and executive steward asking to be put on advisory committees, and from there you can progress on to program boards or possibly become a divisional administrator and on your way to becoming a national administrator.

On the overview the club is SCCA Inc, which operates three divisions (club racing, solo and rally) and has two independent subsidiaries (Pro racing and Enterprises) plus a non-profit foundation. All fifty-one thousand or so members are serviced by forty-two full time employees in our Topeka headquarters.

Enterprises is on track this year for another profit and hopefully a pay down on the loan.

The 2007 national participation numbers are in:

http://scca.com/documents/Club_Events/2007_Participation_MASTER.pdf. There are no real surprises here with GT-3 and GP falling below the twenty-four class line. From all accounts GP is ready to merge with HP. Hopefully, the BOD will deal with the GT-3 issue this December at our sit-down meeting.

Until next month;

Duck-Out.