

May 2005

Word comes to me from Steve Johnson that the recent NYC car show had a 2006 Miata on display in SM trim. This, along with the display of a Cadillac CVS in World Challenge prep at Detroit Metro airport, sounds like the 'secret car club' is moving into the mainstream.

ProRacing has repaid the inter-company fund, and should finish this quarter in the black. Car counts for the St. Petersburg round were above average. Enterprises made a \$35K profit in March, and still have not drawn on the line of credit. Andy Porterfield predicts that they will not need it. Five new formula SCCA cars are being delivered. With three pre-sold, the number of formula SCCA cars delivered is approaching one hundred.

The BOD will be soon be viewing a P & L sheet on the Run-Offs finances; I will report on that next month. Preliminary numbers are \$180k gross surplus, but when travel (national staff, executive stewards, CRB, etc.) is factored in it pencils to a \$10k loss. That net loss is why the previous board voted for the \$100 increase in the entry fees (factored in over two years). The Run-Offs contract for 2006 and beyond should be signed by the end of April. The star bonds issue, for the additional ten million dollars for Heartland Park, is nearing a vote on the floor of the Kansas House.

The CRB passed a policy paper about the spec tires selection process (authored by Sheridan & Sauce) during our April call, and it has been forwarded to the CRB for final tuning. Speaking of which, the CRB received approximately 130 letters in favor of a spec tire for SM compared to about 30 letters opposed. Therefore, the CRB is moving towards producing an RFP for spec tires in SM. The passage of the Spec Tire policy/ procedure has been handled by the BOD with the intent of making the process as transparent to the membership as possible.

Speaking of spec tires, the SRF situation is still stalled waiting for a response from Yokohama. A tire test with three manufacturers is set for the end of April to establish an industry reference. In addition, some new upgrades for the SRF should be in the hands of the Customer Service Representatives soon, with the engineering on the new transmission almost complete. The final drive and the ratios match almost perfectly. The search for a replacement for "Gentleman" Jim Dickson is still ongoing. A recent ad in the Denver paper netted fifty resumes.

The IRS form 990 should be posted on the national web site by late April. This form provides a little more detail than the usual audit figures you see in Fastrack.

Membership numbers are still down, which is currently attributed to the loss of the Subaru program and performance rally. The economy and the skyrocketing price of gasoline may also be a factor. Projections now range from 51K to 56K memberships. An outside firm is administering a retention survey with those who have let their membership lapse, so the BOD will soon have some hard information to act upon.

The top choices from the R.E.'s survey for national convention sites are New Orleans and Las Vegas. Staff is eagerly making the proposals as this is written.

The split of CenDiv is on our agenda for the May sit-down meeting.

By the time you read this, our wonderful club will be in full competition season swing. Whether your preference is Solo, Rally, Club Racing, or more than one of the above, I hope your season will be a GREAT one.

Duck-Out