

# 'The Incredibles' are The Craddocks

## Family's active in almost every Region arena

BY ANANDA SIVERTS  
Northwest Region secretary

Time and time again I wonder who the Craddock family is. Are they rally people? Are they race people? Why do they constantly show up for each SCCA event and organizing meeting?

Ma and Pa Craddock do not own a race car (unless you call a 12-passenger Chevy Suburban a Rally-cross car) and their oldest child is just about ready to take her first driving exam. So who are these people? What kind of family keeps showing up at each SCCA related event, but has barely touched a race car or competed in any racing events?

They are the Craddock Family. They're a family that embodies the "friendly region" principles of the Northwest Region and uses the region to build strong family bonds. The family has been a constant fixture in the local racing scene and you will see some member of the family flagging at Pacific Raceway or as a start control official at the Wild West International Rally. Where there is a Northwest SCCA or Rally event, you are sure to see a Craddock.

The Craddock parents, Kim and Jeff Craddock, became involved with the SCCA five years ago. They have three girls, Miquel and Samantha, both 15, and Kayla, 14, who accompany their parents to each event. Kim is the NWR Board's treasurer and Jeff fills in as treasurer for Rally due to their financial background. Kim is an accomplished tax judge and has a CPA license, and as you can imagine remains extremely busy with her professional life while taking care of

### Get involved

If you would like more information on how to get involved with the Northwest Region SCCA, contact Ananda Siverts at [anandasiverts@yahoo.com](mailto:anandasiverts@yahoo.com) or Regional Executive John Forespring at [rallyhq@juno.com](mailto:rallyhq@juno.com).

family on her Rochester farm.

I am often amazed at how the family maintains all their interests: raising quality livestock, ferrying kids from one school event to another, running a tax consultant business, and keeping the Northwest Region SCCA in the good graces of the IRS.

Miquel, the oldest of the three daughters, is following her mother's footsteps and shows great promise of becoming an important figure in the local racing community. She has already served a full term as the Region board's membership director (making her the youngest SCCA official in the coun-

ty!) and has visited SCCA headquarters in Topeka, Kan. Miquel is currently organizing a membership committee to improve member services and is one of the more experienced Rally Control officials in the business; all this before turning 16.

Once she obtains her driver's license, Miquel hopes to buy a car and start autocrossing and form a rally team. She already has the background of race and rally operations and can use this knowledge to be a fierce competitor once she has more driving experience. (Another SubieGal in the making!)

For the last five years, the Craddocks have packed up their Suburban with supplies and friends and headed off either into the woods or to the local raceway. Their selfless service is a marvel in itself, but it would not go without saying that the reason why they continue to be involved is because they are simply having fun! The region has given the family a medium for them to be

active together, as one unit, and be part of an experience that truly is unique. Racing and rallying has given the Craddock children a positive sense of identity and are known at their school as the "cool" racing girls.

The Northwest Region is truly the "friendly region" and the Craddocks are certainly a large part of the formula. I use the Craddocks only as an example of how the SCCA can be a positive part of family life and how the Craddocks have built cohesiveness in a world filled with distractions.

However, doing something you enjoy and with a passion is a trait that's often overlooked, and the Craddocks are helping their children embody these traits at an early age. I can only hope other families may use the Craddock example as a source of inspiration to become part of the Northwest Region SCCA family and use Race, Rally and Solo events to build family cohesiveness and confidence in young ones.

## SCCA board delays finding Johnson's successor

It is the intent of the Board of Directors to defer selecting past SCCA President Steve Johnson's successor until the new board is seated in December. With at least two new members joining us, the BOD believes this is the best approach. It is yet to be determined if the BOD will employ a "head-hunting" firm to complete the search for candidates. The search committee already has a number of resumes from highly qualified individuals in hand. Stay tuned.

Our interim chairman, Gary Pitts, as provided by the bylaws (and with the agreement of the BOD) has stepped up to fill the vacancy in the meantime. His education and experience more than qualify him to do so. His weekly reports to the BOD are a welcome addition, and attest to his eye for detail.

Pitts has already implemented some changes as far as who reports to whom in day-to-day business, which may improve efficiency.

With the recent cancellation of an event, the profitability of ProRacing for this year is in doubt. The BOD will take a close look at this operation at our December meeting.

Chief Financial Officer Jeff Dahnert tells us our forecasted operating income of around \$150,000 should be reached at the end of the fiscal year. Membership income in August was still around \$18,000 less than budget, but better than the forecasted figure. Sanction fees exceeded forecasts by about \$37,000 due to timing of events.

YTD membership is still off by about 10 percent, but since April it has exceeded forecasts and appears to have stabilized. Licenses are behind budget by about 15 percent, but improving each month (as of the end of August). Again it is be-

lieved they will be on budget by year's end. Insurance income YTD is off by about 4 percent. The Spec Miata tire process (hopefully to be highlighted in a future SportsCar) is expected to net out at around a \$12,000 loss, but we believe this is money well spent. Personally, I see it as an investment in the future of club racing.

New Enterprises President Erik Skirmants gave an over-the-top presentation to the SRF entrants at the Run-Offs. His display included the new transmission (with cable shifter) and an "exploded" look at the new Ford motor complete with the restrictor plate.

The new package is expected to log many miles of testing in the new year. Skirmant's presence and presentation did a lot to restore confidence in Enterprises. The compliance in tech this year was the best ever. On Monday, after practice, all cars swapped out intake manifolds and computers (drivers got their computers back after the race Sunday). Also during the week, the top 10 cars went to the chassis dyno. Word on the street is that all of them came within three horses of each other.

This fact was born out by Skirmant's call to me to say that during one of the last laps of the race, according to his Icard, the entire field circulated within two seconds of each other (fastest to slowest). With all this work, it is safe to say the \$10 compliance fee that SRF racers pay per event is money well spent.

Enterprises turned in a profit of around \$8,000 in August. Skirmants also stated his goal in 2006 is to sell 20 new SRFs. They have sold 10 SRFs this year. Enterprises is projecting a profit of around \$50,000 for this year. Plans are for Enterprises

### Directly Duck

HOWARD "DUCK" ALLEN  
AREA 13 DIRECTOR

to start paying off the principal of the SCCA Inc. loan again very shortly.

Expect a tire announcement from Enterprises soon, with a target date of March 1. Next August, Enterprises will have a "Specfest" for all three of the Enterprises spec cars at Heartland Park. It will be a belated 25th birthday party (race) for the SRF.

Dahnert has helped the home office tighten the belt on expenses. He began using a pre-sort business class rate for mailings and this has helped bring the mailing cost in under budget by \$20,000 this year. A deal with Sprint has resulted in savings on long distance and cell phones of about \$10,000 a year. Dahnert has more than earned a tip-of-the-helmet, and please keep up the good work.

The financial report for the end of September did not look all that good, but when you realize that many of the budgeted items for October are there, the picture looks much better. Overall, the YTD income items are less than budget by about 5 percent. Membership is still running behind by about 10 percent. Entry and registration fees are almost \$60,000 behind budget. This is primarily a result of shortfalls in Solo entries. Insurance income is also 4 percent behind budget. SCCA Inc. is still on target for a profit of approximately \$50,000 by year's end. This is due in large part to the Dodge partnership money, which is beginning to flow in.

Colan in membership recently

gave these breakdowns: Club Racing 55 percent, Solo 29 percent, Pro Racing 9 percent and Rally 7 percent. This is from the 90 percent of members who check the boxes of interest on their membership renewals. Please remember to do so in the upcoming year because this is where a lot of the budget projects are based.

The recent member expo was a huge success and was highly attended at the Run-Offs with many racecars present. GP winner (and later President's Cup) winner Kent Prather's MG was even on display after his race. Once again, Barb Lunquist has delivered for our club and deserves a tip-of-the-helmet.

Also a tip-of-the-helmet goes out to R.J. Gordy, San Francisco's regional executive, for seeing that all 56 NORPAC competitors at the Run-Offs received a NORPAC Run-Offs 2005 sticker to display on their car while racing in Mid-Ohio.

Once again, it was an honor to be on the stage Friday night to help present the trophies to the Solo Nationals competitors. Next year, with the week's break in between the Solo Nationals and the Run Offs, I hope to make the entire week and not miss so many competitors. Each time I attend the Solo Nationals I like the people and the program more.

Start making plans for Reno! The mini-convention will be here before we know it (Jan. 6-8). Seminars will include Spec Miata, Roger Johnson on Solo design, Bob Hubbard (inventor of the HANS) and many, many more. See [www.norpacscca.org](http://www.norpacscca.org) for sign-up details.

By the time you read this, you will have heard that T-3 is the newest National class. The BOD took this

action during the November conference call. The decision was due to overwhelming support from many who built cars in anticipation of this move, and the fact that another club entity had all but promised it to them.

Word from Speed TV sources at the SEMA show is that this 25th national race group (24 will be Spec Miata) will get the same TV coverage as the other national race groups at the Run-Offs.

Staff is still looking into membership pricing. When the lifetime membership was last offered, in 1995, only 121 were sold. Apparently, that was not an attractive deal. Staff is looking at possible "breaks" — for example for members over age 65 with 25 years membership, etc. Hopefully, this will be updated at the December meeting.

Pego Mack, the new head of Rallying, has big plans for the 2006 national convention. And, look for big things to happen in rally next year.

The redesign of the SCCA logo project has lost steam for the time being, but may yet bear fruit.

A decision is to be made soon by the staff about the 2007 National convention. Think about a spot just a little farther south and west.

Speaking of the National Convention, the 2006 Safety Symposium will review what we have learned so far, with Dr. John Melvin and Hubert Gramling. Dr. Melvin will update seat specifications, head and neck restraint systems and new methods for restraint (double or nine-point belt systems and side nets). Gramling will report on the Delphi frontal sled lab helmet tests.

Until next month (after the sit-down BOD meeting in December) when I will have a lot more news to report, Duck out.

## SCCA outlines executive succession search

BY ERIC PRILL  
SCCA staff

TOPEKA, Kan. — Sports Car Club of America Inc.'s board of directors revealed its plan for the succession of SCCA President and CEO Steve Johnson, who will vacate his post Sept. 15 and move to Champ Car.

The Board released the following statement:

"The board of directors has appointed an internal search committee, which is in the process of reviewing resumes already received



Gary Pitts



Steve Johnson

SCCA will retain an executive search firm to continue the search.

"The board intends to be thorough and deliberate in its search for a new President of SCCA Inc. We intend to take as much time as may be needed to find the right person. In the meantime, in accordance with the bylaws, the board has directed the chairman to assure that the club continues to be well managed, and to spend as much time at headquarters as may be necessary to assure the continued smooth running of the organization."

Gary Pitts, current SCCA chairman of the board, will oversee SCCA's management team in the interim. A member of the San Francisco Region, Pitts has served as the chairman for the last two years and has served on the board of directors for nearly six years. In private life, Pitts is a biochemist (Ph.D.) and an attorney and provides technology development services under contract to the pharmaceutical and medical devices industry. He is a former vice president of Johnson & Johnson and other large, multinational drugmakers.

### 2005 Northwest Region Board members at large

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