

# Loan to SCCA Pro explained

I would like to thank everyone who voted for me and made this column a "mid-term" report and not my final exam. I also want to thank those who voted because this club depends on involvement.

Most of this column will be devoted to Pro Racing because that is the No. 1 hurdle for this club to jump. The recent \$300,000 loan to Pro I hope is not throwing good money after bad but then only time will tell. You are correct in recalling that in January the BOD voted not to loan anymore money to Pro. But the future and prospects for Pro have turned around since May.

This season was a "throw away," for Pro due to the changes in the home office in 2005. When the president left, the BOD had one overwhelming choice to lead Pro and they voted for that person. Then three months after the schedule was set and the window for finding a Pro sponsor had closed, that person followed the former President. But before he left he recommended the "perfect" person for the job. By February the mistake of that choice was evident, and by April that person had moved on. By the time you read this a new president for Pro should be in place.

Cost controls and oversight for Pro that the BOD was told were in place for three years is now a fact. And the search for a series sponsor has moved up a level or two due to Jim Julow's Detroit contacts.

SCCA Inc. is forecasting an operating income of more than \$200,000 this year. Much of this is due to the diligent oversight of Jeff Dahnert, who took a very aggressive stance on expenses with most of them coming in under budget. Hurdles for the 2007 budget include replacement of Dodge as the "official" vehicle of the SCCA. If inflation is 3 percent on \$7 million in annual expenses that would translate to an increase of \$210,000. By the way, I am told there are more than a few manufacturers in the running for the "official" status.

Member benefit partners now number 58 companies that offer a discount of at least 10 percent off their products. Contingency payoffs were up both in the regular season and the championships.

At the Runoffs, SCCA verified \$220,000 in payouts and administered more than \$80,000 in additional payouts. The admin-

## Directly Duck

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istered number is up 100 percent over 2005. At the Solo Nationals, SCCA administered \$20,000 in payouts versus \$1,000 in 2005. Marketing is promising new brochures by convention time. SCCA.com is also undergoing minor tweaks with a new site that will be up and running sometime in 2007. Look for a new means of "community" with the new Web site. With an eye to the MySpace and FaceBook phenomena, this will be a huge improvement in club communications.

As of Oct. 31, membership stood at 51,627; this is a decline of 827 members from 2005. Once the Dodge program and the Subaru programs are factored in, the real number is closer to a decline of 200. Membership retention has increased from 73 percent to 75 percent for first year renewals. The percentage breakdowns are the same: Club racing 57 percent, Solo 29 percent, Pro Racing 9 percent and Rally 5 percent.

Competition licensing has been strong in 2006, with 8,748 licenses issued through the end of October. That is an increase of 614, or 8 percent over the same period in 2005. Especially encouraging are the 611 novice permits issued, which translates to a 20 percent increase.

NW region membership is currently at 1,030, down from 1,119 in January. Big Sky is at 94, up from 79. SW Montana is at 60, down from 66 at the beginning of the year. Arctic Alaska is at 107, up from 103, Oregon is at 1,251, down from 1,274, and Montana is at 81, down from 79. Snake River is 154, up from 149. All figures are through September.

Rallycross, which is the future of this club, is ready to launch a new national program. Stay tuned for more details. The SCCA Foundation will launch a Teen Driving program at the convention. This is a program that BMW "gave" the SCCA and it is structured to be huge for every region in this club, regardless of size. This program will be a fine introduction not only to the SCCA but to the Solo program as well.

Road Rally sanctioned 181 events this year, which is up 10 percent over 2005. The number of participants remained

stable.

The Solo National Championships was a great success, and was the largest yet with 1,157 competitors, up 26 from 2005. Staff have targeted five areas of improvement and are working with HPT to see that they improve. The areas are, in order: paddock parking, grid, viewing areas (especially the East course), food vendors and clearing the site Friday after the event.

The Runoffs attracted 726 competitors this year with 73 coming from NORPAC. NORPAC has 656 national licensed drivers, which account for 12.62 percent of the total licensed drivers. In 2004, 48 NORPAC drivers made the Runoffs. The tow fund totaled \$261,678.99 and paid out to 440 drivers, which meant the average check was \$594.72 and the high check was \$1,615.69. This broke down to 71 cents per mile, up from 54 cents in 2004. NORPAC had 48 workers at the Runoffs (fourth highest total for a division). This broke down to 15 from Oregon, Northwest had 10, San Francisco with 21 and Reno had two.

The average car count at an event this year was 124 with an average of 70 workers.

Thank you for excusing me for taking last month off. I will have a huge report next month, which should include news of the Reno Norpac convention.



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