

Larry Dent's Report, BoD Meeting Nov. 29 to Dec 2.

The December Face to Face meeting had a very full agenda and we had to concentrate and work quite hard to complete all the items and discussions in the 3 days we had. This report will only cover some of the highlights of the meeting. The minutes and other details will be published in Fast Track shortly.

The first order of business was the Insurance report by Pete Lyon. The bottom line here is that a fairly significant increase in premiums will be required next year due almost entirely to losses in the rally/solo areas. We continue to have concerns with out of control vehicles at Solo events particularly at the finish line area. This fact gives great emphasis to the necessity of Safety Stewards making sure that events are conducted in complete compliance with our safety requirements, with special emphasis on the location of finish lines at solo events, and spectator control at all solo and rally events.

A report on the Street Survival program was given by myself and it was most positive. The Street Survival prototype events run this year (eight in all) proved the events are practical and positive, with favorable impact on both regions and the community at large. The national program will be kicked off at convention and I urge you all to attend if possible. Since I have been directly involved in two of these, and am Chairman of the SCCA Foundation, I have been asked to write a "Street Survival For Dummies" sort of paper, and I will do it this week and forward a copy to everyone. It's an exciting program and I urge every region in Area 4 to run at least one next year. Fort Wayne Region already has sponsorship for three events in 2008.

A budget report was most favorable. SCCA Inc will close the year with a bottom line surplus in excess of \$200,000. SCCA Enterprises is well in the black and in addition made a sizable repayment on the loan from SCCA Inc. SCCA Pro racing is expected to end the year in a no loss/no gain position, but that is a huge turn around from the losses of previous years. All in all, the entire financial picture is good.

Appeal fees were increased from \$125 to \$175 with \$100 retained by SCCA. The reason is the increased cost of processing in car camera videos that often come with an appeal. This cost alone has risen to over \$200, so this increase is simply designed to underwrite most of the appeal fee expenses to SCCA. Incidentally, protest fees and appeal fees have been the same since 1994 as I recall.

The Spec Miata Compliance Fee was revisited and again was passed. This fee is \$10 per car for regional and national race Spec Miata's. It was explained that a bulk of the fee was to be used to train area Tech Inspectors and provide tools, so that better compliance could be assured starting at the Regional level and continuing on to the National level and finally to the RunOffs which has had very good compliance checking for the past two years. This compliance fee includes Spec Racer (has been in effect for years) and Formula SCCA.

To GT 3 people I am sorry to say that there was no discussion about giving you an extra year, so the position previously announced stands. No GT 3's at the RunOffs. Sorry.

By now we are all aware that there is a problem with Mazda. This problem was discussed in great detail and action was taken that I am not at liberty to discuss at this point. Some of those actions should reduce the chance of future problems. We have a meeting with Mazda at the PRI in just a few days and my hope is that many of the problems can be resolved. All I can say at this juncture is that the BoD and the Staff of SCCA are all aware of the situation and are devoted to its resolution. There is no one on this BoD that wants to destroy the favorable Mazda relationship we have had for years.

The final day was devoted mostly to discussion of the RunOffs, its problems and its future. We all recognize that problems exist with the RunOffs. Many of these problems can be dealt with and, hopefully, corrected. Ray Erwin has spent many dollars and many hours trying to deal with the concerns of the participants. He is a GT 1 driver and knows the track very well, so there are no surprises there. There is a feeling that the track is not an exciting enough, challenging enough facility for a national championship venue. These complaints have taken place in spite of track changes to offer a couple of "pucker points", and in spite of one of the finest paddock facilities around. We are tied to Heartland Park in 2008 by contract, and I urge your participation as both driver and worker. The worker camping problem is being addressed and I hope to heck that workers will have better camping and parking privileges next year. The problem is known and is being worked on.

The question of 2009 was discussed at great length. Do we give Ray a few more years to recoup his very large investment in the RunOffs? Do we go to bids? All I can say is that many options were discussed and nothing is "off the table". The object of the BoD is to make the RunOffs the premier event of the United States, NOTHING MORE, NOTHING LESS. No quid pro quo, no under the table deals, PERIOD.

As I said, these are some highlights. If you have questions the best way to contact me is by e mail at lwdent@wildblue.net

A final note. As your representative I try hard to keep in mind that you, the member of SCCA, are my boss. I try to vote in a manner that will protect and promote your interests and well-being. As a BoD we don't always do that for each individual, and thus some are always at odds with the system. All I can say is, I do my best.

Larry Dent