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Subject: Compliance 101

Dear Customers,

Periodically I receive commentaries regarding compliance of our cars and often I see a difference in the understanding of the policies and / or rules of engagement. The great majority of inputs are customers sharing a feeling that the Enterprises compliance team is inadequate in frequency of visit or depth of effort. Fundamentally I do not disagree, we are in fact rebuilding processes. With the talent that we now have on staff, I am confident that we can provide better technical depth and we will work on frequency and proper distribution as well. We owe you the best process your \$10 can buy.

Before I get to covering the basics so that you can share an understanding of what the process constraints are. Please read the posted 2007 letter, from then SCCA President and CEO Jim Julow, outlining the current rules under the legally separated entities. These concrete policies are not up for your individual review as they are the result of 20+ years of accumulated legal discussions. As I always wish everyone respected; SCCA Enterprises is in no way a simple little parts and engine shop. We operate under a huge umbrella of complex interactions with our parent company and under constraints that I must deal with and hope to keep from being an obstacle in serving our customers. There is no deeper quagmire than compliance (I am not saying it is anyone's fault).

In order to better understand where I needed to begin a summary of compliance, I recently posted a thread on specracer.com asking some open ended questions. I am going to list them and use one respondents replies to review the answers (Tray Ayres is used to me using him as an example – not because he always agrees with me, but rather the opposite; when he feels it is needed. He speaks a truth that I find fair and refreshingly unfiltered and unbiased.)

1. When asked to remove parts of your car for checking; you find this to be?

Tray - Welcome and even "about darn time". If the car is hot, wait a minute. If you are tired, rest a minute. But neither of those should ever prevent a car from being looked at by anyone in the compliance chain of command. (SCCA or Enterprises) We don't do enough compliance in this class because it's deemed too hard or too time consuming. Like Richard Spicer said, total tear downs are still a norm in many karting classes so for us to spend 45 min in tech to check parts is no big deal even for a local regional. Spending hours in tech at larger races should be the norm.

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2. Who MUST remove the part (by SCCA standards for ALL classes)?

Tray - Car Driver or Entrant or his designated rep. (In case of CSR's or Prep Shop) This should be witnessed by someone in "Tech". Ideally someone in tech should be assigned to each car that is impounded. This never happens, but if you have to removed a part, before you actually do it, call someone over from tech and have them watch you take it from your car and place it in their hands.

Erik – It is expressly forbidden to have the compliance team or SCCA Scrutineers remove parts for you. The request is made (in Enterprises case it has been already approved by the Tech Officials) and you must comply (this is the same in ALL organizations I have checked). The penalty to not comply is between you and the SCCA Tech Steward and ultimately Chief Steward (then appeals etc etc).

3. Who is responsible for being able to remove the part (i.e. getting the tools etc)?

Tray - Driver and or Entrant and this will usually mean sending crew back to the pits. Never leave your car unattended in tech without telling someone. It is best if you have to leave to change, or rest, to have your crew stay with it.

4. Who will usually offer assistance if you are stumped?

Tray - Anyone else in tech that is in the same boat you are. Typically the one whose tools are closest to tech gets the first crack at part removal and has tools to loan those without. Other drivers who have been there, done that, can always offer help.

Erik – CSR's and Prep Shops often assist and normally our Enterprises crew can offer suggestions. But we cannot remove the part for you under normal circumstances. Please understand the attempt is being made at: #1 providing the absolute most equal class in racing and THEN #2 minimizing inconvenience and effort on your part. The very real possibility of any part on your car being checked MUST exist. It just must. When and where, we sure hope you find tolerable. Special tools to minimize intrusive teardowns are always being thought of. We are far from out of control, and as several people noted "they can smell a rat" pretty easily; so collectively we all own compliance. Pointing out something that does not seem right is a good thing. Believing us when we tell you it was, or was not, an issue is critical as well.

5. Which items in the GCR are optional to comply to?

Tray - None? Not sure I get that one....

Erik - Exactly! Now we are getting into what should be black and white; but in actuality we MUST work to improve. The well researched among you would lose all respect for me forever if I said that our rules in the GCR were brilliant and infallible! It is ENTERPRISES fault (NOT SCCA's Technical Staff or the Club Racing Boards) that they are not perfect; as the Pro rules were created and we had a little blank page opportunity some things were clarified. You will see that feeding into the GCR and we get many many comments on issues that we might want to look at. As always, just because we thank you for your input, does not mean you will see your suggestion in the next FasTrack. Just like it is in your own career, prioritization of workload and resources is managed as smartly as possible. If it would take a mean spirited, vindictive individual to wreak havoc over some outdated or slightly miswrote item we may not jump on it right that second.



6. Whose responsibility it is to keep the car compliant to GCR items?

Tray - Driver and Entrant regardless of who preps it.

Erik - Exactly! Now, let me share a little fact with you. If a car is found non-compliant and the item is deemed deliberate on a CSR prep'ed car; that CSR is immediately removed from the system. It is right in their CSR Agreement.

7. Where do you send a note if you find issue with a rule?

Tray - Several channels like CRB and Enterprises.

Erik - Correct! You CAN go direct. We would appreciate a heads up; but it is not required. We tend to ask for things that once approved by the CRB are accepted without them getting hate mail. That validates that we do not ask for frivolous things or unresearched items (almost always they have been vetted on a monthly CSR conference call).

8. Can you argue an issue with a rule while at an event where that rule is being enforced? (generally speaking - if the entire field just got tossed all bets are off)

Tray - You can file a protest but as Richard Spicer said, it's normally not worth the cost and headache.

Erik – This is the same for all SCCA racing classes. If the rule is bad or wrong you may be in a bad spot. But if you feel wronged...respectfully appeal and appeal and appeal. If nothing else (and this has happened) you may force me to fall on my sword and write a reply to the Court of Appeals that you, my customer, were caught out by a rule that we must now change. We admit when we are wrong or we don't work for SCCA Enterprises! Even if that wrong was something inherited; it is our fault and our job to fix it.

I mentioned the \$10 Compliance Fee earlier, and I can tell you that in my mind (and my very real budget) marking of parts, maintaining a dyno at less than the original stated accuracy level, and buying and testing tools to do compliance are all part of the equation; not just traveling to the races. We want to be everywhere and, in a tangible way, prove we are not just taking those fees as a financial gift. But everything is a balancing act and frankly you do not want to pay for us to have a staff of the size it would take to everywhere (would you consider a small price increase for Dale Carnegie training?). The lifeblood of this class is our engine program and compliance. We do not take that for granted.

I hope this helped equalize the understanding of the processes and in no way is it intended to stop you from feeling comfortable in sending notes based on your observations.

Sincerely,

Erik Skirmants
President & CEO