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**James R. Julow**  
President and CEO  
jjulow@scca.com

April 17, 2007

Erik Skirmants, President  
SCCA Enterprises  
14550 E Easter Ave, Suite 400  
Englewood, CO 80112

Dear Erik,

I know that SCCA, Inc. and SCCA Enterprises have been working hard to keep ourselves at arms length in all operational aspects. It would seem that the Compliance arena is another possible area of concern and I was pleased that in our conversation you not only agreed, but that you had already been sending direction to your people in that regard. To that end, the following attempts to clarify for both entities their role in the process.

The General Competition Rules (GCR 5.12.4. Compliance Checking Crew) acknowledges the SCCA, Inc. Compliance Checking Crew for SCCA Club Racing Events, their status at an event and their powers. Recently this compliance team has consisted of Jeremy Thoennes and John Bauer from the SCCA National Staff and the current National Administrator of Tech. The team can be expanded to include other personnel at the direction of Jeremy Thoennes (i.e. manufacturer personnel, SCCA tech personnel, etc.) Their attendance at SCCA events is paid for under the Club Racing travel budget and the event Chief Steward and Chief of Tech are notified of their attendance prior to the event.

As you pointed out, SCCA Enterprises also has a "compliance checking team" that is sent to selected events throughout the year. Enterprises attendance is paid for by the \$10 surcharge for SRF and FE classes that is collected from the drivers and passed to SCCA Enterprises (through SCCA Inc.). We both agree that it is paramount that everyone understands that Enterprises role at an event is that of a manufacturer. It is not defined by the GCR and SCCA Enterprises personnel have no official status. They are there at the request of the driver population and are a resource to the SCCA tech inspection team/Chief Steward if they so choose.

The SCCA, Inc. Compliance Team is an integral part of any event they attend and the GCR governs their actions. The SCCA Enterprises Team may attend SCCA events and may be allowed to assist tech efforts on the cars they manufacture; subject to approval of the Chief Steward and Chief of Tech. The Chief Steward may delegate part of his powers to the SCCA, Inc. Compliance Team member, but the Enterprises team does not share this benefit.

Having said that, we believe it's important that the Enterprises Team be allowed to attend events independently of the SCCA, Inc. team and to assist the tech personnel and Chief Steward with compliance issues on the Enterprises cars only (both SFR and FE). We agree that your compliance staff is the most knowledgeable resource available for the SCCA Enterprises cars and your customers are paying for you to assist in maintaining the equality of the classes.

If both SCCA Teams are at the same event, the SCCA, Inc. team may (and should) request an Enterprises representative to be part of an SCCA compliance team at that specific event (like they could request of Mazda, VW, etc.), in which case they are entitled to the same treatment as the rest of the SCCA Compliance Team. However, that invitation is at the discretion of the head of the SCCA Inc. Compliance Team as is the decision to take action on findings or advice from the SCCA Enterprises team.

At this point I think we have a consensus letter that has completely captured the correct processes on compliance. Now we can individually review this issue with our own staffs and my Club Racing Group will make sure the event officials are clear on the Enterprises compliance team support only role at SCCA events.

Sincerely,

A handwritten signature in black ink, appearing to read "James R. Julow", with a long, sweeping horizontal stroke extending to the right.

James R. Julow  
President and CEO

Cc: Terry Ozment, Director of Club Racing