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Update: June 18

Dear SCCA Spec Racer® Community,

We would like to start with a sincere thank you for your support, passion and loyalty to the SRF class. I take the history of this class very seriously and I am going to make sure that I listen to my great staff, our CSR's and our competitors, now and in the future, as we collectively make the decisions necessary to take the Spec Racer® into its next 20 years.

My desire to communicate openly, regularly and in a timely manner forces me to send out this first communication well prior to having 100% command of the detailed actions that we will be taking on many subjects. After only 5 days "on the job" I am already grateful to the Enterprises Board of Directors, particularly Andy Porterfield, for allowing me this opportunity to serve our customers, and the Sports Car Club of America as our parent company. I am also overwhelmed by the talent and passion that the Enterprises staff has for serving our customers. My first priority is to reduce their burden so that they can focus on their core areas and specific talents with less and less distractions.

As noted, I feel that despite the extremely short tenure I have had at Enterprises there are several specific topics that require immediate updates:

SRF Tires Introduction: This topic will be a major, if not "the major" project we will have for the Spec Racer® in the near future. In order to understand what is next and when we are likely to have a resolution you must first understand the processes involved. Allow me to interrupt the tire discussion to state the rules process which guides us.

Rules Making Process: SCCA Enterprises is subject to the same SCCA rules making process as any class and any manufacturer. We have a thorough knowledge of the processes and procedures and will make requests and submit technical updates for approval just as anyone within the Club can. Obviously, from time to time, we will have greater and lesser urgency to these requests and, from time to time, we will ask for your support in submitting opinions to the Club Racing Board and the SCCA Technical Staff regarding these requests.



SRF Tires Continued: **UPDATED:** Upon final review the CRB did approve a rules change to implement the requested qualifying tire rule (race on same tires used in qualifying). The new rule effective date will be known very soon. This will be our only change for the remainder of the 2005 race season. If the community feels it necessary we can request a qualifying tire rule for the Runoffs®, however, the rules for this event are already final, and we would need to seek Chief Steward Approval. Most classes remove the qualifying tire rule for the Runoffs®. I will proceed with a request to use the qualifying tire rule pending competitor feedback. Please offer event officials support in undertaking this effort to reduce competitor costs.

Ken Brown has lead our technical process for evaluating tires that will better meet our collective expectations for a spec class such as ours. I have intentionally not reviewed in detail either the testing protocol or data to date, but I can tell you my high confidence in Ken grows daily. In my position I must first understand what our options are, both legally and logistically, before any alternative can be openly assessed. In some ways the fact that we will close out the 2005 race season with the current tire, and therefore current contract, allows us a much more open process for 2006 and beyond. I sincerely hope that we will continue in 2006 with the current contract; however, we must first see the tire that makes us all as comfortable as previous tires from Yokohama. I will try to end some speculation and rumor and say that we have data on the following brands: Hankook, Toyo and Goodyear. We are planning the test to evaluate remaining options, including those from Yokohama, and after this (realistically early July) we will make a selection and determine what final steps will be used to insure we have made the best possible choice. We do anticipate using our disappointing timeline to add some uncontrolled general evaluations at locations / tracks that have proven to be the most severe to the current tire. The final contract, should it need to change, must contain the same level of competitor support funds and tire price appropriateness as the current one. We have done spec tires right for the majority of the 20 years of this class and will take the new lessons learned into account while we continue to be the best true spec class. I would like to continue to receive your comments directly and would like to ask that we focus on what we are, and will continue to be, rather than concern ourselves over other new classes and whether anyone else can better select a spec tire.

Spec Class Comments: We have developed an expertise in engines, shocks and general performance effecting parts that is absolutely unequaled and our decisions on tires will make us equally proud. We also have a distribution network, our CSR's, which is THE model for taking care of the customers locally and trackside. Frankly, anyone trying to run spec cars, not merely similar cars,

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knows we have the expertise in doing so and I would like to offer to them our knowledge and support; for the overall benefit of their competition enjoyment.

New Body Survey: Again the timing of the CRB minutes in FasTrack has left us with the need to post the survey on our website a few weeks prior to the request appearing in their minutes. However, now that we have the CRB input I felt it necessary, due to timing needs, to get an early start on the feedback; but the process will remain open until the CRB requests we close it. Please see the News section of the Enterprises website for the body description as well as the form you can cut and paste into an e-mail to us (or mail / fax). We will compile the unedited responses, log them and provide them to the CRB and Club Racing staff. I look forward to your input in determining the path that the community wishes to take. I also appreciate the CRB's decision to allow us to make this member driven choice.

Promotions / Contingency/ Marketing: We will continue to offer the \$8,550 in contingency at the 2005 Runoffs® as follows:

- First – New Ford 1.9L engine
- Second – Enterprises complete engine rebuild
- Third – Enterprises top end rebuild
- Fourth – \$500 Enterprises gift certificate
- Fifth – \$200 Enterprises gift certificate
- Tenth – \$100 Enterprises gift certificate
- Fifteenth – \$50 Enterprises gift certificate

Additionally, we have the 2005 Yokohama Points Challenge offering \$47,350 in purse payout.

I am currently evaluating previous programs / series, staff ideas, CSR suggestions and am open to all other input as well as I look forward at how to continue to communicate the viability, enjoyment and competition that frames the SRF class. I am just starting to review all ads, the website and our print literature for updates as needed.

Speaking of the website, I would like to expand upon a suggestion that was made by a former champion to ask everyone to take the time to update the registry. It seems that this idea would help us to show the huge numbers of active competitors as well as the great names we have involved in the class. After 20 years, showing the location and longevity of individual cars is sure to be fascinating as well. I am making this request prior to comprehending the labor involved in these updates, so bear please with us.

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Communication Methods: Subject to change, but I will be visible on the SpecRacer.com forum when I visit. However, I will use the Enterprises website as the primary communication location. I will communicate separately with the Spec Racer® community and new F/SRSCCA community; however, as much of the comments are the same, you will see great overlap with these letters and discussions. The principles for success will be common and methods to succeed are identical. The difference in markets and therefore audience is the only sound basis for a slight separation and I will review this periodically.

In addition to compliance activities (which I will not be directly involved in) my event schedule is as follows:

June 24-26,	June Sprints @ Road America
August 5-7,	Regional / National @ Laguna Seca
September 19-25,	SCCA National Championship Runoffs® @ Mid-Ohio
November 11-13,	ARRC @ Road Atlanta (limited SRF benefit)

This is just the beginning, however, we have many challenges to face as a company and I have obligations to improve our financials prior to undertaking the type of "tour" that would truly provide the opportunity to get to know all of you. Business meetings with CSR's and industry events will also be part of my calendar (i.e. PRI, and possibly SAE Motorsports conferences). I have enjoyed the conversations and e-mails I have had to date and ask that the input continues. I will need to control the time I have with staff during business hours, so written communication does allow me the flexibility to respond when I am not learning from and assisting them. This is now my future (literally) and I will take it very seriously while I also enjoy all of you.

Sincerely,

Erik