

have as own financial statement.

Moving to the overall financial picture, the SCCA balance sheet currently reflects cash and short term assets of over \$516,000 and fixed assets for building and property of over \$1,940,000. Our long term investments total over \$951,000. This includes \$300,000 which during 1993 was made as a secured investment in the new Thunder Hill racetrack built and opened by San Francisco Region. Our remaining asset of note is SCCA Enterprises, which, despite over a million dollars of past investment, we currently show as an asset of negligible value. Therefore, SCCA's assets total right at 3.5 million dollars. With our cash assets reduced by the mortgage payoff and the \$300,000 Thunder Hill investment, we secured a \$500,000 line of credit which can be used to ensure that the short term cash flow constraints brought on by the slow winter months do not hinder our ability to meet the needs of our programs.

On the liability side, our last annual financial statement noted two items of pending litigation which stood to possibly impact club finances by unknown amounts in the future. I am happy to report that both those cases have been resolved within the past few months. While their impact was felt in terms of higher than expected legal expenses for 1993, neither case presents any further long term risk to the club. As I discussed last year, we now own our building and no longer have a mortgage. So long as SCCA Enterprises continues to maintain assets roughly equivalent to liabilities, and so long as the SCCA is not required to extend further loans to Enterprises, it does not present a liability to our balance sheet. This means that SCCA has no significant long term liabilities and only our short term liabilities remain. These stand at a normal level of \$970,000 leaving us with assets in excess of liabilities by over 2.5 million dollars. This represents the member's equity in the club.

I would like to finish by talking briefly about our expectation for 1994. If you refer back to the 10 year chart that I showed earlier, it clearly indicated that Club Racing and Rally/Soio were on the climb which balanced out the impact of Pro Racing's 1993 misfortune. We have resolved the litigation which served as a drain on Pro Racing's income last year. And we do not expect to have to cope with another "thousand year" flood on one of our race weekends. Thus, with the trend of Pro Racing entries on the increase, we hope that this area will once again gain profitability. Meanwhile, with continued strength in the Club Racing and Rally/Solo areas and, we have every reason to believe that SCCA is moving forward with a solid financial future.

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## Under Pressure

by Kirk Horita

Aloha SCCA Racers! On race day do you feel like your tires have too much pressure or not enough or maybe you're not really sure? Here are a few suggestions to keep your tires pumped up to give you that competitive edge.

For starters Bob Bondurant says that a good starting point is between 35-40 psi. He typically runs his tires 10 psi over recommended pressure to keep the sidewalls from deflecting. Bondurant also warns that an under inflated tire could separate from the rim when driven under autocrossing conditions. Think of what that would do to your time.

An excellent starting point for street compounds is 35-40 psi. But if you're using a set of "Sticky Tires," otherwise known as R compounds, this may be a little on the high side given the stiffness of the sidewalls on this type of tire. One of the best ways to determine what the right tire pressure, is to use a highly evolved and technically advance tool called white shoe polish. How does this diagnostic marvel work? Well, start off by making 2 or 3 strips of shoe polish on the outer most edge of your tires. Then make a run and push the car near its limits. Examine the condition of the white strip on all 4 tires, If the strip is completely gone, its a pretty good indication that your tire is rolling over and you may want to add air. If the white strip has not been touched you probably have too much air. Going up or down in 3 psi increments is good for the process of trial and error. Keep in mind that other factors such as the number of right handle turns versus left, alignment settings, tire size and driving style will also come into play. All in all, the data you get out of a bottle of shoe polish is pretty accurate and a lot cheaper then a pyrometer. Hit all your apexes!