

disasters and to be prepared to help our members. Regions and individuals may contribute. Contributions should be sent to the Foundation, in care of the national office, and should be earmarked for the Disaster Fund. These contributions are tax deductible.

On the SOLO SCENE, by the time you read this, the Solo II Nationals in Salina will be over. There is much excitement going into the event, with 740 competitors entered. That's up 140 from last year! I wish the best of luck to all the folks in Salina, but most especially our SoPac competitors. Because of ongoing construction to and around the Salina site, the event will probably be moved next year. Being considered are locations in Dallas, Kansas City, and Denver. One Solo II item before the BoD was the reclassification of the Mazda RX7 Turbo (93 and beyond) from A Stock to Super Stock. While the majority of the Board voted to approve and the RX7TT will be moved, I voted against in response to letters I received from SoPac members who opposed it.

In the MEMBERSHIP DEPARTMENT, watch for a very special offer. For an enrollment period limited to six months (from 10/1/94 to 3/31/95), it will be possible to purchase a Life Time Membership. Those of us who find life without the SCCA hard to imagine, and who anticipate a 15 to 20 year (or longer) affiliation with the SCCA will appreciate the value of this limited-time offer. Details are in the October SportsCar.

Our total membership is up, although the income from membership dues is down. The staff attributes this to the raising of the maximum age for family members to 21. Please also note that there is a special dues rate of \$25 per year for individuals in the military. Regions could take advantage of this as an aid in recruiting new members.

The Club has expanded it's merchandising effort to include some very nice clothing. We had the chance to preview it at the SoPac Roundtable in San Diego. The order form is in SportsCar. Wear the SCCA logo and show your pride in our Club.

SCCA ENTERPRISES has now made 12 ontime repayments on loans to SCCA, along with interest payments. Progress continues on the Spec Racer Ford. Once again, I made a motion to have the \$10 compliance surcharge eliminated for every Spec Racer and Spec Racer Ford entry. And, once again, I was unsuccessful. At least this time, though, I was able to get another Board member to second the motion. One idea on the table is to replace the \$10 per entry fee with a flat \$80 per year charge. Drivers, let me know what you think of this idea.

At the beginning of the 1994 season, we did not expect PRO RACING to realize a profit for the year, and they will not. Our headline series lacked a season sponsor and the Pro Racing Department was working through some planned personnel changes. With the addition of Dan Greenwood, Kevin O'Brien, and Doug Robinson to Pro Racing, we have positioned ourselves to become even stronger. Dan and Kevin are hard at work developing sponsorship opportunities and responding to the growing interest by potential sponsors in our professional series.