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Subject: New Staff Announcements (and other excerpts from my CSR update)

Effective 1/1/07, Chris Doyle, current RMDiv F/SRSCCA CSR will be our Technical Manager. As with all Enterprises job offers there is a trail period (90 days in this case); during which Chris will be evaluated for output and fit to the job. I will work with the CSR's so that they have time to get to know Chris. We will allow the overlap of staff versus CSR during the trial and then work to end any perceived conflicts after this period. Chris has a strong background in composites, component development, car preparation and with SCCA and other road racing series (amateur and professional). Chris is already working here as contract labor to completely revamp our shock program and assemble a FSCCA car that came in too late for the customer to build elsewhere (plus we get to take pictures and document the process for future use). Chris' contact info will be on the website shortly.

Effective 1/1/07, Chris Salyers will be our new Engine Assembly Mechanic. Chris recently completed his second deployment in the Navy as an Intelligence Specialist; Chris served in both North Korea and Iraq. Chris has a passion for cars with focus on engines. Chris has some exposure to the SCCA as his father, Sven Pruett, served the club in the capacity of Technical Director prior to the move from Denver to Topeka. He will be trained by and report to Shannon Snow, our Engine Program Manager. Chris is also here part time this month to help with a significant backlog in the engine department. Chris' exposure to customers will be limited during his 90 day probation period. Shannon will work towards introducing Chris and defining the customer communications processes as he completes Chris' training as well as the revamp and formalization of our engine assembly and tuning processes.

1) Field Staff Compliance Plans:

Now unlikely to have this 100% online in 2007, however, we will be sending Chris Doyle and Shannon to races to take advantage of the opportunity to have our customers meet them in their new roles. I will be working on some "on the job" training for Chris to help him share his F/SRSCCA knowledge with CSR's and pick up some additional SRF knowledge (Chris has worked on and run SRF's before).

2) Compliance Plans (both cars):

A letter to both communities is still on my "to do" list. We will offer a proposal for how we allow the CSR's to sticker, stamp or chip cars with missing compliance marks.

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3) SRF Header:

Slight issue with timing as we had to focus on a batch of sold frames before the quantity of cheaper headers can be built. Updates due regularly.

4) SRF Alternator Update:

Still testing the KB1 / custom built alternator with poor results in terms of voltage output and operating temperature risks. We now have a parallel path project started with Chris Doyle to mount the newest (and proprietary) racing worthy import product. It will now cost less than the extremely unique design that was being pursued. Updates monthly.

5) SRF Tire Plans for 2007 (rains and fronts):

No discussions possible until Goodyear ends its labor strike; so no changes for 2007. Over 2200 tires will be in stock by years end. According to Goodyear, supply priorities are being given to tires that are exclusive or supplied under contract like the SRF. The Yokohama rains will no longer be legal (again).

6) FSCCA Class / 2007 Update:

FSCCA IS A NATIONAL CLASS EFFECTIVE 1/1/07.

7) FSCCA Shocks:

We have our initial order in at Penske and will have at least 150 shocks in stock by late January. We need the SCCA rules in place before we decide the final release timing. We will have 300 shocks available in the first couple of batches (75 cars worth). Penske can supply more in 45 days if needed. Final Retail price will be \$1,700 a set until 6/1/2007 then the retail price will increase to the normal \$500 per shock price.

8) FSCCA Belt Mounts, Head Surround and Attenuator:

Still waiting for sample parts from Van Diemen for the attenuator and head surround. I will hand over the belt mount revision to Chris D. in January with priority on that launch as well.

9) FSCCA Steering Column Update:

Excellent Apex joint system to replace the entire current assembly; from the steering wheel to the steering rack. It is not a cheap fix at \$600 retail, but is very well engineered and common with the high end Élan products (DP-02 and Star Mazda). Also all rack parts will become available separately to allow us to offer rebuild parts to our customers through the CSR's. Update kits on order this week for January delivery if Van Diemen can comply.

Sincerely and Happy Holidays!!